

Kris Livingston

From: Jeff Wolfeld [jeff_wolfeld@yahoo.com]
Sent: Friday, March 27, 2009 10:24 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Please consider the following as public comments to the Project Level EIR scoping process.

1. Sound Walls

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Action: Please study noise impact at significantly greater distances from the track than would otherwise be considered.

Context: As you know, though sound walls may protect nearby listeners from some of the noise, more distant listeners tend to hear MORE noise than what they would have heard had there been no sound wall. I am concerned that the usual distances studied in a typical EIR will include those nearby (who may experience less noise), but exclude those more distant (who may experience more noise). The net impact of installing sound walls may in fact be zero, but the EIR could show it in a positive light since an insufficient distance was considered. This will give the Authority the false impression that sound walls would ease neighborhood impact, whereas in fact they may not.

Guidelines: Please abide by the provisions of the City of Palo Alto Noise Ordinance, PAMC Chapter 9.10 which read:

"9.10.030 Residential property noise limits.

(a) No person shall produce, suffer or allow to be produced by any machine, animal or device, or any combination of same, on residential property, a noise level more than six dB above the local ambient at any point outside of the property plane.

(b) No person shall produce, suffer or allow to be produced by any machine, animal, or device, or any combination of same, on multi-family residential property, a noise level more than six dB above the local ambient three feet from any wall, floor, or ceiling inside any dwelling unit on the same property, when the windows and doors of the dwelling unit are closed, except within the dwelling unit in which the noise source or sources may be located."

2. Sound Walls (#2)

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Action: Incorporating existing or develop new sound deadening material technology for use on sound walls.

Context: As you know, though sound walls may protect nearby listeners from some of the noise, more distant listeners tend to hear MORE noise due to reflection. It seems to me that sound deadening materials can be used on sound walls in order to mitigate this effect, though I have never seen such materials in use for this purpose. HSRA should consider investigating and perhaps developing such technology, and in either case include the cost of doing so in its cost estimates.

3. Maintain Safe Crossings During Construction

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Action: During the HSR construction, it is vitally important that you ensure safe right-of-way crossings for children who walk or bicycle to and from schools.

Context: Both Palo Alto high schools are located to the West of the tracks, and there is significant pedestrian and cyclist traffic from children who live on the East side. The same is true for many of Palo Alto's middle and elementary schools. The City of Palo Alto has made it a priority to ensure safe walking and cycling routes for these children,

#1
noise

#1
noise

#1
noise.

#1
construction
impacts
#1
safety
(const)

0-SC-1

and it would be the height of arrogance and irresponsibility for HSR to disregard Palo Alto's rules and standards.

4. Mid-peninsula station stop

I am forcefully against any stop in Redwood City or Palo Alto. It makes no sense. In your ridership analysis, I urge you to omit trips which begin or end in Palo Alto or Redwood City.

o Riders who live in or near Palo Alto or Redwood City who are heading for points south of San Jose could easily travel to San Jose and board there, even using existing public transit if necessary.

o Riders who live in or near Palo Alto or Redwood City who are heading for anywhere north of San Jose SHOULD take public transit. HSR's charter is clearly NOT to be a commuter train, and plenty of other options already exist for these people.

o Riders who live anywhere OUTSIDE of Palo Alto or Redwood City could just as easily drive or take public transit to San Jose, Millbrae or San Francisco as they could to Palo Alto.

#2
No station
in PA/RWC

5. Right of way for pedestrians and cyclists

Action: Please ensure that the right of way for pedestrians and cyclists does not pose more of an obstacle, even a psychological one, than exists today.

Context: A significant grade rise over a potentially submerged tunnel may be such a psychological barrier to cyclists, and such barriers will tend toward dividing the community. This is especially important for rights of way that children use to go to school, such as Arastradero/Charlston, Embarcadero, and Churchill. Please note that both Palo Alto high schools are located to the West of the tracks, and there is significant pedestrian and cyclist traffic from children who live on the East side. The same is true for many of Palo Alto's middle and elementary schools.

#1
circulation

6. Suggested Alternative Design

Action: Rather than run trains at 125mph through suburban peninsula towns, please consider running them at 79mph as CalTrain does today.

Context: This would then remove the requirement to grade-separate the crossings. We would still have clanging gates and horns, but we would not have diesel engine noise (due to electrification), we would have much less wheel-on-rail noise (due to lower than 125mph speeds), we would not need to build raised monstrosities that blight our neighborhoods, and we would not need to incur the expense and potential ground water impact of tunneling or trenching. You also would not need to force riders from points south to change to CalTrain equipment when they reach San Jose. You may have to lay extra track, but that could be limited to siding sections for CalTrain trains to stop at stations while HSR trains continue through. I'm not sure about the impact of freight trains; if they're unpredictable in length and too slow to reach designated sidings in time for HSR trains to pass, then additional tracks may still have to be laid end to end. However, they could all be at grade level.

#3
speed.

7. Trenching or Tunneling

Action: Please consider running the HSR through trenches or tunnels rather than overhead.

Context: Will you honestly consider the trenching/tunneling alternative? As long as your budget estimates are based on a proposed design which doesn't include underground construction, and assuming that underground alternatives are significantly more expensive, any underground design will likely exceed the budget. What do you do when that happens? Do you stop considering that alternative? I urge you to see it through and ultimately increase your budget estimates if it turns out to make more sense from an environmental impact perspective.

#2
underground

8. Inappropriate Comparisons with Foreign Rail Systems

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Action: Omit any comparisons with European or Asian high speed rail systems for the purpose of evaluating neighborhood impact.

Context: I have heard HSR representatives and consultants mention that European and Asian high speed rail systems have produced either positive impact or no impact on the cities they service and traverse, as a justification for the claim that HSR would be good for our cities and neighborhoods. However, the fact is that rail systems in most European and Asian countries do not pass through the middle of residential neighborhoods such as ours. They generally run along the outskirts of towns, not through residential neighborhoods. Where they do pass through neighborhoods, those areas are generally blighted.

It is true that many train stations are located in the town center, but it must be recognized that historically, these towns grew up around the train station; and they grew up at a time in history when the town center really was the center of town life. They were not inserted at the expense of existing housing, existing pedestrian and bicycle routes, or even existing land use and noise policies. It must be recognized that despite the general desire of most California residents to increase the use of rail for long distance travel, local neighborhoods are considerably more dispersed than European ones, and not particularly focussed around a town center, since they were built around the notion that you could always drive from place to place.

Sincerely,
Jeff Wolfeld
Member of Charleston Meadows Association
Palo Alto, CA

#1
land use

#1
community
impacts

#2
compare w/
foreign
system.

Kris Livingston

From: John Hofer [jkh_rls@hotmail.com]
Sent: Saturday, April 04, 2009 2:01 PM
To: HSR Comments
Cc: liz.kniss@bos.sccgov.org; peter.drekmeier@cityofpaloalto.org;
john.barton@cityofpaloalto.org; patrick.burt@cityofpaloalto.org;
sid.espinosa@cityofpaloalto.org; yonko.kishimoto@cityofpaloalto.org; klein.larry@dorsey.com;
jack.morton@cityofpaloalto.org; greg.schmid@cityofpaloalto.org;
yiaway.yeh@cityofpaloalto.org; Sara Armstrong
Subject: San Francisco to San Jose HST
Attachments: HSR EIR EIS Comments 04-04-09.pdf

Please review the attached PDF file for our comments:

} # 11 intro

John K. Hofer, Director

Charleston Meadows Association

Windows Live™: Keep your life in sync. Check it out.

Charleston Meadows Association

4118 Park Blvd.

Palo Alto, California 94306

cmaboard@googlegroups.com

April 4, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

The Charleston Meadows Association represents roughly 350 single-family residences located in an area of Palo Alto bounded by West Meadow Drive on the north, Adobe Creek, on the south, and El Camino Real on the west. The Caltrain easement, and proposed HSR corridor forms the eastern boundary of our neighborhood. Originally developed in the 1950s, the neighborhood is comprised of a diverse group with of long time residents and new neighbors. We work together to protect and increase the quality of life in our community.

Our association has reviewed the program level EIR/EIS, and understands that this project is transformational in nature. The high speed rail has potential to bring positive change to our state as well as to our own community, but unless it is properly constructed it also has the possibility to devastate our city. Which form it takes will depend on the efforts, expertise, and efficacy of citizens and cities working together with the HSRA. As an initial step in this process, we have outlined several specific concerns that we feel deserve detailed evaluation as part of the project level EIR/EIS.

AIR QUALITY:

The EIR/EIS concludes that there will be less than significant air quality impacts resulting from the HSR because of the overall reduced emissions from present conditions. However, we feel it does not suitably address how air quality might vary with different vertical track alignments. Nor does it consider how the potential removal of trees and natural vegetation might reduce the current absorption of pollution.

We therefore request that the project level EIR/EIS identify and mitigate specific air pollution concerns once the final grade design has been finalized. Additionally, the report should analyze the impacts of electrical wires on nearby homes and businesses including the potential effects on the health of residents along with the potential interference with other electrical apparatuses including such items as appliances and computers.

#11 intro

#1 Air quality

Mr. Dan Leavitt
April 4, 2009
Page 2

The EIR/EIS does indicate that temporary, short-term increases in emissions associated with construction activities will occur, but that the application of mitigation strategies will reduce these. We agree with the report's recommendation that a "hot spot screening analysis" be performed on localized areas when a more detailed design study is conducted, and we request that Palo Alto be included in such an analysis due to its high residential population adjacent to the corridor.

#1 construction impacts

NOISE AND VIBRATION:

The EIR/EIS considers Palo Alto corridor to have a "medium" noise impact and a "high" vibration impact. Noise barriers have been proposed as the most efficient method of mitigating the noise impact. It is estimated a 12-foot barrier through our neighborhood will reduce the impact from "medium" to "low". The study states that "Vibration mitigation is less predictable at a program level of analysis because of the site-specific nature of vibration transmission through soil along the alignment." Although several mitigation measures were suggested, detailed analyses will be performed during the project level EIR/EIS.

#1 noise
#2 vibration

We request that the project level EIR/EIS include not only noise and vibration mitigation measures, but also consideration of visual and aesthetic impacts brought on by such measures. Additionally, a noise impact analysis must include Union Pacific freight noise and vibration along with a commensurate increase/decrease associated with a change in the vertical alignment. It should be noted that most cities on the Peninsula, in cooperation with the current Caltrain grade crossing safety project, will create quiet zones under the new Federal Railroad Administration (FRA) regulations to eliminate the sounding of train horns at all crossings. The designs for the supplemental safety measures needed for a quiet zone in several Peninsula cities are currently at the 65 percent level and expected to be constructed next summer. Therefore, when HST begins project level environmental review, train horns will have already been eliminated. This adjustment for existing train horn noise should be removed from the screening criteria on the Peninsula corridor, and should be reconsidered statewide as more and more cities are implementing quiet zones.

#1 noise
#1 aesthetics

Quiet zones and electrification should be included in the No Project alternative, and impacts evaluated based on comparison of the No Project alternative to the project alternatives. This will show that the noise impacts of HST, especially on elevated tracks, should be rated as having a high level of potential noise impacts, not a medium level, and those impacts will be significant unless avoided or mitigated.

#1 Alternatives
#1 noise
#3 other projects
(caltrain, freight)

LAND USE AND PLANNING:

The EIR/EIS indicates that the presence of single-family homes along the rail corridor creates a "low" compatibility with the proposed HSR alignment. Additionally, they identify a potential impact on communities where an "alignment alternative would create a new physical barrier, isolating one part of an established community from another and potentially resulting in a physical disruption to community cohesion. Later in the section, the report states that "Land uses along the alignment alternative in Palo Alto are primarily single-family residential on the east and commercial/services on the west where the station is located. Palo Alto High School is adjacent to the rail line just south of the Palo Alto Station, beyond which is Stanford University. The report has not taken into account the southern portion of the city where single-family residences occupy the west side of the alignment. For this reason, the document considers the alignment between Dumbarton and San Jose highly compatible. Furthermore, it indicates that the project will not have a "community cohesion impact".

#1 Land Use

CEQA requires that any land use evaluation consider the potential impact of a physical divide or any new physical or psychological barriers that would divide, disrupt, or isolate neighborhoods, individuals, or community focal points in the corridor. Since proposed grade separations may require some crossings to be altered or closed altogether, we request that the project level EIR/EIS provide a more detailed analysis of the potential division of the community. Additionally, we request that the City of Palo Alto play an active role in the land use analysis to avoid potential conflicts with its own Comprehensive Plan.

Don Secundino "Robles" Park is a 4.7 acre neighborhood park with a large open space grass area. It is located on Park Boulevard, roughly 200 feet from the rail corridor. Robles Park includes picnic facilities with barbecues, a baseball diamond, basketball court, playground with sand, climbing structure with slide, and toddler swings that are wheel chair accessible. We request that the project level EIR/EIS specifically evaluate the impact of this project on Robles Park use, including noise and pollution impacts during construction and after project implementation.

AESTHETICS AND VISUAL RESOURCES:

Most of Palo Alto is classified as "Urban Suburban" landscape typology, consisting of low-density development areas of modern single-family homes; yards set back, trees, and ornamental landscaping. The EIR/EIS indicates that the Dumbarton to San Jose corridor exhibits low visual impact regardless of an increased grade elevation.

#1 Aesthetics

We request that the project level EIR/EIS fully study the potential impacts of a proposed sound wall located along the alignment. It may be that mitigation for

one impact (noise and vibration) may cause a higher probability for aesthetic and visual negative impacts.

Palo Alto is distinguished by the State of California and National Arbor Day Foundation as a Tree City-USA. The City has developed a set of comprehensive Tree Protection standards to maintain our Urban Forest. Indeed the city is named for the 1069 year old El Palo Alto (the tall tree), a coast redwood still standing in one of the accessible parks of the city. The City of Palo Alto is endowed with a large population of trees composed of magnificent native and non-native trees on public and private properties, and trees are one of the city's greatest natural resources. Trees are a source of shade, air conditioning and other environmental benefits providing quality of life and economic benefits to the community, residents, and businesses.

The City of Palo Alto has developed a set of comprehensive Tree Protection standards to maintain our Urban Forest. We request that the project level EIR/EIS abide with the Tree Technical Manual, Section 3.25 Tree Value Replacement Standard, and Section 6.45 Appraisal Methods, when considering removal and replacement of existing trees along the alignment.

#1 Aesthetics
#1 Biological Resources

TRAFFIC CIRCULATION:

The program level EIR/EIS evaluates traffic conditions on Highway 101 and in and around the potential Palo Alto station, but fails to consider specific conditions relative to Palo Alto specifically.

We request that the project level EIR/EIS add information and maps on the city's Safe School Corridors and our pedestrian/bike routes, and identify the School boundaries that require children crossing the HSR alignment. The report should also analyze how the different vertical alignments might increase traffic speeds along safe school corridor feeder streets. Because of the proximity of Palo Alto High School to the HSR alignment, the report should identify the potential bus access route once the Churchill Street realignment is completed. When considering the viability of a potential Palo Alto station, the report should consider the traffic impact with the planned Stanford expansion of hospital and shopping, as well as any other known future projects.

#1 Safety
#1 Traffic & Circulation
#1 Public Services
#3 Coordination

PRIVATE PROPERTY IMPACTS:

The program level EIR/EIS generally assumes that the HSR alignment will coincide with the Caltrain corridor through Palo Alto. There are only general statements regarding the possibility of acquiring land by eminent domain.

We request that the HSRA adopt the following appraisal strategy originally recommended by Mr. John Spiller to the Silicon Valley Association of Realtors (SIVLAR).

#6 Property Values
#6 Eminent Domain
#6 Methods of Calculating Prop Value

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April 4, 2009
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"To mitigate the impact of properties values caused by the San Francisco to Los Angeles High Speed Rail, HSR, the HSR governing authority will immediately, and no later than June 1st, 2009, appraise all properties and parts thereof between San Francisco and San Jose that are within 500 yards of the current Cal-Train rail easement. The appraisal will be performed by a professional appraiser and will establish a minimum property value that an owner will receive if the whole property is acquired by eminent domain or sold on the open market. This value will also be the basis for any property that is partially acquired through eminent domain on a pro-rata basis. If a property within the 500 yard boundary transfers ownership at a value lower than the appraised value, the HSR governing body will pay the difference between the sales price and the minimum value established by the appraisal and ensure these funds are paid into escrow before the close of escrow date established in the sales contract between buyer and seller. This provision of this clause will exist for an indefinite period."

SAFETY:

We request that the project level EIR/EIS evaluate the safety considerations and potential impacts to nearby homes/schools/parks/businesses associated with the different vertical alignments. Specific attention should be paid to potential train derailment and terrorism considerations. Additionally, impacts from seismic shaking in the event of a major earthquake, particularly if the HSR selects an elevated alignment, should be addressed.

The scope of the preliminary engineering and EIR/EIS should include the evaluation of what safety factors will be put in place to accommodate heavy freight cars passing beside light weight trains going as fast as 125 mph, and how residences and businesses will be protected from possible derailment of cars or from loose parts flying through the air at 120 miles per hour. The cost of aerial or elevated structures in densely populated urban and suburban areas need to include crash-walls to protect the general public in the event of a derailment.

Similar features are needed to assure that loose parts of trains are contained within the fenced right-of-way, inasmuch as a small projectile at 120 mph can be deadly.

Residents in their backyards and City workers at the City offices need this aspect to be studied and provisions for safety to be included in the project design. The cost of these safety provisions must also be detailed.

The Charleston Meadows Association recognizes the importance of a high speed rail system in the State of California as well as the Greater San Francisco Bay Area, and continues to support the implementation of the system. However, we feel that the program level EIR/EIS does not adequately address all of the potential environmental impacts that affect Palo Alto in general and our neighborhood specifically. We would

#1 safety & security
#2 Geology & Soils
#1 public Services

#1 safety

#11 Conclusion

Mr. Dan Leavitt
April 4, 2009
Page 6

request that the HSRA outline procedures to allow our association and the City of Palo Alto to work closely together during the design process so that our concerns will be alleviated prior to the issuance of the draft project level EIR/EIS.

Sincerely,

CHARLESTON MEADOWS ASSOCIATION


Sara Armstrong
President


John Hofer


Nancy Fox


Ellen Harfag


Roger Kohler


Jean Olmsted


Keith Reckdahl


Eric Stietzel


Keri Wagner

Cc: The Honorable Barack Obama
President

The Honorable Barbara Boxer
U.S. Senator

The Honorable Diane Feinstein
U.S. Senator

The Honorable Anna Eshoo
U.S. Congressmember, 14th District

The Honorable Joseph Simitian
California Senator, 11th District

The Honorable Ira Ruskin
California Assemblymember, 21st District

The Honorable Liz Kniss
Santa Clara County Supervisor, 5th District

The Honorable Peter Drekmeyer
Mayor, City of Palo Alto

RECEIVED

APR 6 2009

BY:

Charleston Meadows Association

4118 Park Blvd.

Palo Alto, California 94306

cmaboard@googlegroups.com

April 4, 2009

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California High-Speed Rail Authority
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0-56-3

duplicate

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Duplicate

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Duplicate

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Duplicate

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Sincerely,

CHARLESTON MEADOWS ASSOCIATION


Sara Armstrong
President


John Hofer


Nancy Fox


Ellen Hartog


Roger Kohler


Jean Olmsted


Keith Reckdahl


Eric Stetzel


Keri Wagner

Cc: The Honorable Barack Obama
President

The Honorable Barbara Boxer
U.S. Senator

The Honorable Diane Feinstein
U.S. Senator

The Honorable Anna Eshoo
U.S. Congressmember, 14th District

The Honorable Joseph Sitlitz
California Senator, 11th District

The Honorable Ira Ruskin
California Assemblymember, 21st District

The Honorable Liz Kniss
Santa Clara County Supervisor, 5th District

The Honorable Peter Dreier
Mayor, City of Palo Alto

Kris Livingston

From: Larry Mone [larry.mone@gmail.com]
Sent: Friday, April 03, 2009 11:23 PM
To: HSR Comments
Cc: 'Sara Armstrong'
Subject: 'San Francisco to San Jose HST' Attn: Mr. Dan Leavitt, Deputy Director CHSRA
Attachments: CHSRA Petition Signatures.pdf

Dear Mr. Leavitt:

Attached you will find a petition with 481 signatures stating the following:

1. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative and audio impacts, are detrimental to our quality of life.
2. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build"
3. We request that the extremely short April 6th deadline be extended for at least an additional 90 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the authority.

9
OPP DESIGN
OPTION
#2 Elev
NOISE wall
COMMUNIT
I
REVIEW OF
PLANS
ADD. COMMENT
PERIOD

Sincerely

Larry Mone

For and on behalf of
Sara Armstrong
President, Charleston Meadows Association
4118 Park Blvd
Palo Alto, CA 94306

CyberDefender has scanned this email for potential threats.
Version 2.0 / Build 4.03.29.01
Get free PC security at <http://www.cyberdefender.com>

petition logged & recorded -
see "Not so FAST" petition
in previous letter entry.

0-50-4

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:31 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: SF-SJ CHSRA Petition Manual Signatures 06-06-2009.pdf; SF-SJ CHSRA Petition Online Signatures 06-06-2009.pdf

From: Sara Armstrong [mailto:saraannruth@gmail.com]
Sent: Monday, April 06, 2009 2:31 PM
To: HSR Comments; Spaethling, Dominic; Larry More
Subject: San Francisco to San Jose HST

Please find two separate PDF documents attached on a set of signatures on a petition that our neighborhood circulated during the scoping period, both online and manually.

481 manual signatures
273 online signatures

Please note that there may be a few duplicate signatures of people who signed both the hardcopy (manual) and online petitions. Thank you for your attention.

Regards,
Sara

—
Sara Armstrong
President, Charleston Meadows Association
h~ 650-813-1858
m - 408-396-4005

411

0-SC-5

Not So Fast - High Speed Rail from San Francisco to San Jose

2009

Petition

We, the undersigned, state the following:

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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Comment
Period

Signatures

	Name	Address	Email (optional)
1	Robert D. Oram Seby	1737 Redwood Ave, Redwood City, CA 94061	
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Contact: cmaboard@googlegroups.com. Please return completed petitions to: 4118 Park Blvd, Palo Alto.

Petition

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#2 Elevated
#1 Separation
Aesthetics
No. 36

#7 Public Interest

#7 Comment Period

[illegible]

Not So Fast - High Speed Rail from San Francisco to San Jose

2009

Petition

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#2 Elevated
#1 Separation
Acoustics
Noise
#7 Public
Interest
#7 Community
Review

Signatures

	Name	Address	Email (optional)
1	Kenneth Glass	4079 Park Blvd PA	
2	Betty Glass	4079 Park Blvd PA	
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4

Petition

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#2 Elevated
#1 Separation
Alleviates
Noise#7 Public
Interest#7 Community
Pleasure

Signatures

	Name	Address	Email (optional)
1	Philip Horne	2701 El Camino Real	Palo Alto, CA 94306
2	Emily J. Horne	2701 El Camino Real	Palo Alto, CA 94306
3	Anthony	2701 El Camino Real	Palo Alto, CA 94306
4	Matthew T. Horne	2701 El Camino Real	Palo Alto, CA 94306
5	Thomas Horne	THOMAS HORNE 291 BOLLING CIR NOVATO 94947	
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Petition Version 2 - updated to reflect new deadline We, the undersigned, state the following:

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#2 Elevated
#1 Separation
Acoustics
Noise

#7 Public
Interest

#7 Comment
Period

	Date	Signatures	Address
1	3/20	[Signature]	30 Roosevelt Cir
2	3/20	Frank Calumao	3705 Linden Dr. P.A. (FRANK CALUMAO)
3	3/20	[Signature]	3724 Linden Dr. PA
4	3/20	Jim Thayer	3728 Linden Dr. Palo Alto CA
5	3/20	Bob [Signature]	4010 [Signature] Apt 94306
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Not So Fast - High Speed Rail from San Francisco to San Jose

2009

Petition

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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Comment
Period

Signatures

	Name	Address	Email (optional)
1	<i>Robert Shapiro</i>	<i>4111 St. Carlos Ave, Palo Alto</i>	
2	<i>Karyna Gomez</i>	<i>114 Santa Clara Ave, San Bruno</i>	
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#2 Elevated
#1 Separation
Acoustics
Noise

#7 Public
Interest

#7 Comment
Period

	Date	Signatures	Address
1	4/01	[Signature]	3738 Starr King Circle Palo Alto
2	4/1	[Signature]	276 Fairfield Ct Palo Alto 94306
3	4/1	[Signature]	709 Seminary Way Palo Alto 94303
4	4/2	[Signature]	3440 Ramona Dr Palo Alto 94306
5	4/2	[Signature]	464 Hauman Ave Palo Alto 94306
6	4/2	[Signature]	2725 Shuman Rd #344 Menlo Park CA 94025
7	4/2	[Signature]	3112 South Ct Palo Alto CA 94306
8	4/2	[Signature]	701 Epitaph Dr PA 94303
9	4/2	[Signature]	204 Washington Ave, PA 94301
10	4/2	[Signature]	1269 S Almaden Ave SJ CA 95110
11	4/2	[Signature]	3786 Redwood Cir PA 94306
12	4/2	[Signature]	390 El Dorado CA 94306
13	04/02	[Signature]	160 Pearce Mitchell Place Stanford 94305
14	4/2	[Signature]	380 Nolo Lane Palo Alto 94306
15	4/2	[Signature]	2521 Middlefield Rd Palo Alto 94301
16	4/3	[Signature]	709 Seminary Way Palo Alto 94303
17	4/3	[Signature]	3775 Middlefield Rd 94303
18	4/3	[Signature]	3775 Middlefield Rd 94303
19	4/3	[Signature]	3786 Redwood Cir Palo Alto, CA 94306
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Petition

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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Comment
Period

Signatures

D	Name	Address	Email (optional)
1	Emily M. Keizer	1056 Forest Avenue #101	
2	VASEY	1560 PORTOLA AVE	
3	Jim Hollingsworth	1599 MARINOSA	
4	Gretchen Hollingsworth	1599 MARINOSA	
5	Blaine Meyer	669 Kingsley Ave 94301	
6	Diana M. Parnat	1555 ESCOBITO AVE	lesvir@pacbell.net
7	STEVEN GRIMES	1861 WASHINGTON ST	SGRIMES@SYMPSY.S.COM
8	Alan Nguyen	4147 PARK BLVD	Xamtech@gmail.com
9	Teff Wolfeld	272 Whitclen Dr.	
10	Jennifer Wolfeld	272 Whitclen Dr.	wolfeld@usa.net
11	RAJIV SABHARWAL	1534 MADRONA AVE	rajiv.sab@pacbell.net
12	JULIETTA SABHARWAL	1534 MADRONA AVE	julietasab@netmail.com
13	A. RAZAK	221 Madrone St	
14	Denaz Mitrzyk	201 MacLara	denzen@unich.edu
15	Christina DiLauro	244 State Street, S.F. CA	chridi@unimail.com
16	Jack Castore	244 State St	
17	Lawrence Lane	1571 MADRONA AVE	
18	Jamie Maltz	737 Montano Ave PA	Jamie.Maltz@pacbell.net
19	PRESTON CARTER	2412 Emerson PA	PRESTON_CARTER@PACBELL.NET
20	KRIS KLOVDahl	4153 PARK BLVD DR	LUISAMKC@PACBELL.NET

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Petition

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#2 Elevated
#1 Separation
Acoustics
Noise

#7 Common
Public
Interest

#7 Comment
Period

Signatures

ID	Name	Address	Email (optional)
1	Emily M. Rangel	1056 Forest Avenue	
2	VAC-SUN	1560 PORTOLA AVE	
3	Jim Hollingsworth	1599 Mariposa	
4	Ashen Hollingsworth	1599 Mariposa	
5	Glenn Triguera	609 Kingsley Ave 94301	
6	Virgina D. Martinez	1555 Escondido Ave	lesvira@pacbell.net
7	STEVEN GRIMES	1861 Waverley St.	sgrimmes@synopsys.com
8	Alan Nguyen	4147 Park Blvd	Xamleah@gmail.com
9	Jeff Wolfeld	272 Whitclay Dr.	
10	Jennifer Wolfeld	272 Whitclay Dr.	wolfeld@usa.net
11	RAJIV SABHARWAL	1534 MADRONO AVE	rajiv.sab@pacbell.net
12	JULIETTA SABHARWAL	1534 MADRONO AVE	juliettasab@networld.com
13	A. RAZZAK	221 MacLane St.	
14	Denzen M. Erzyk	201 MacLane	denzen@uic.edu
15	Christina D'Amico	244 Stale Street, SU, CA	thelucalaura@hotmail.com
16	Jack Castaldi	214 Stale St	
17	Lawrence Lane	1571 MADRONO AVE	
18	Jamie Maltz	737 Montrose Ave PA	jamie.maltz@net.net
19	PRESTON CARTER	2472 Emerson PA	PRESTON-CARTER@PACBELL.NET
20	KRIS KLONDAHL	4153 PARK BLVD DR LUISAMKE	See Edg not

Petition

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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Comments
Period

Signatures

F	Name	Address	Email (optional)
1	Tom KRAPET	274 Tennessee Lane	
2	Alejandro D Gonzalez	334 Tennessee Lane	davegonzalez@gmail.com
3	Warner Borden	354 Tennessee Ln.	
4	DIADA LEVDAR	364 TENNESSEE LN	
5	WILLIAM D'ANGELO	4133 WILKE WAY	PALO ALTO
6	Phil Smoller	4155 WILKIE WAY	PALO ALTO
7	Pete Wright	363 Tennessee LN	
8	Van Van Rike	273 Tennessee Ln	Palo Alto
9	Worthy M-Vandylke	273 Tennessee Ln	Palo Alto
10	Jeff Atkinson	4144 PARK BLVD	PALO ALTO
11	Wendy Welker	4144 PARK BLVD	Palo Alto
12	Kristie Seis	254 Tennessee Lane	Palo Alto
13	Richard McGowan	4244 Ruthelma	Palo Alto
14	John C Hanger	4176 Park Blvd	Palo Alto - chengone@att.net
15	Bari Bai	321 Edlee Ave	baribai@gmail.com
16	Lee Linghammer Van	4253 Park Blvd	lee.linghammer@yahoo.com
17	RELA VAND	225. W. MEADOW	RAYVAND@GMAIL.COM
18	RAGRA KOHLER	4291 WILKIE WAY	HYKARACH@aol.com
19	Hinda G Sack	4104 Park Blvd	P.A. - Hinda.sack@gmail.com
20	Keri Wagner	311 Edlee Ave	keri.w1@earthlink.net

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Petition Version 2 - updated to reflect new deadline We, the undersigned, state the following:

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#2 Elevated
#1 Separation
Noise

#7 P-W
Interest

#7 Comment
Personal

L	Date	Signatures	Address	
1	3/29	John Hagen	4176 Park Blvd	Palo Alto 94306
2	3/29	Paul Hagen	"	"
3	3/29	Michelle Gokic	229 Edin Ave	Palo Alto 94306
4	3/29	Wase Jallat	" " "	" " "
5	3/29	Karen Thorne	625 Lowell Ave	Palo Alto 94301
6	3/29	Red Thorne	625 Lowell Ave	Palo Alto 94301
7	3/29	Sandra Sigmund	1680 Bryant St	PALO ALTO 94301
8	3/29	Carol Frank	150 Bryant St	Palo Alto 94301
9	1	John	1050 Bryant St	" "
10		John	1520 Bryant St	Palo Alto 94301
11	1	John	1520 Bryant St	"
12	3/29	Cheryl Harrison	1501 Bryant St	"
13	1	Betsy Meehan	1701 Bryant St	Palo Alto 94301
14	1	John	"	"
15	"	Carol	1955 BRYANT	PALO ALTO 94301
16		Otis Frost	1791 BRYANT	PALO " "
17		Mike Chaff	2001 BRYANT ST	" " "
18		Elizabeth Gies	2001 Bryant St	" " "
19		Scott Hill	301 Santa Rita Ave	" " "
20		Melvin	1920 Bryant St	" 94301

Not so fast! High Speed Rail from San Francisco to San Jose

Published by Sara Armstrong on Feb 14, 2009

Background (Preamble):

On November 4, 2008, California voters passed Proposition 1A, approving the construction of a High Speed Rail system linking Southern California, the Sacramento San Joaquin Valley, and the San Francisco Bay Area.

Three scoping meetings were held by the High Speed Rail Authority in late January 2009 to solicit public feedback for the San Francisco to San Jose segment of the rail system, which is currently envisioned along the existing CalTrain right of way.

The new High Speed Rail (HSR) requires the expansion of the right-of-way to accommodate two additional tracks, and grade separation at all the current grade level crossings. Many homes abut the current CalTrain corridor, which in some areas is not currently wide enough to accommodate the addition of two tracks. Many of the current grade level crossings occur in residential neighborhoods. The Authority has not articulated how decisions, such as how to achieve grade separation, will be made and what, if any, influence the communities immediately impacted by the construction and operation the High Speed Trains will have on the decision making process.

In addition to this lack of detail, the High Speed Rail Authority has truncated all public comments with a deadline of March 6, 2009, less than six weeks after the initial public scoping meetings.

Petition Text:

We, the undersigned, state the following:

i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.

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#1 Intro

#2 Tracks
ROW
Grade separation/
crossing
#7 Public Interest

#7 Comment
Period

#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Comment
Period

Total signatures 273 (Signature comments can be viewed in the Appendix of this document)

#	Title	FirstName	Surname	Address	Town/City	SIC/P	Region	Zip/PC	Comment	Date
273	Mrs.	Jonna	Patton	17 Baylor Ln	Pleasant hill	Ca	USA	94523	N/G	Apr 06, 2009
272	Miss	Katharine	Nester	N/G	San Francisco	CA	USA	94103	N/G	Apr 06, 2009
271	N/G	Linda	Stanley	N/G	Palo Alto	California	USA	94303	N/G	Apr 06, 2009
270	N/G	Veronica	Medina	N/G	Vista	CA	USA	92081	View	Apr 06, 2009
269	N/G	Margaret	Parra	1070 Hamlet St.	Palo Alto	CA	USA	94301	View	Apr 06, 2009
268	Mrs.	Kathy	Hamilton	121 Forest Lane	Menlo Park	Ca.	USA	94025	View	Apr 05, 2009
267	Mrs.	Wendy	Porter	N/G	Castro Valley	CA	USA	94546	N/G	Apr 05, 2009
266	Ms.	Margaret B.	Saunders	3633 Park Blvd.	Palo Alto	CA	USA	94306	View	Apr 05, 2009
265	Mr.	Peter	Streiff	3723 Lindero Dr	Palo Alto	CA	USA	94306	View	Apr 05, 2009
264	Dr.	Stefanos	Sidiropoulos	2550 Emerson St	Palo Alto	CA	USA	94301	N/G	Apr 05, 2009
263	Mr.	Samuel	Golgelf	N/G	Mountain View	CA, Santa Clara county	USA	94043	N/G	Apr 04, 2009
262	N/G	Wasson	Quan	N/G	Mountain View	CA	USA	94040	N/G	Apr 04, 2009
261	Ms.	Charlotte	Reissmann	3394 South Court	Palo Alto	California	USA	94306	View	Apr 04, 2009
260	N/G	Lawrence & Margaret	Harte	2441 Cowper St	Palo Alto	Santa Clara	USA	94301	View	Apr 03, 2009
259	Mr.	Ed	Aguilar	N/G	PALO ALTO	CA	USA	94303	N/G	Apr 03, 2008
258	N/G	Peter	Whelan	4265 Alma Street	Palo Alto	California	USA	94306	View	Apr 03, 2009
257	Mrs.	SHARON	GAETANIELLO	N/G	palm desert	ca	USA	92211	N/G	Apr 02, 2009
256	N/G	Jack	Castaneda	244 State Street	San Mateo	Ca	USA	94401	View	Apr 02, 2009
255	N/G	christine	dilauro	244 State Street	San Mateo	Ca	USA	94401	View	Apr 02, 2009
254	N/G	Rick	Namcik-Cruz	N/G	San Leandro	CA	USA	94577	N/G	Apr 02, 2009
253	mr	edem	martin	willow glen	san jose	ca	USA	95125	View	Apr 02, 2009
262	Mr	Pablo	Riviere	333 Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Apr 02, 2009
251	Ms.	Brenda	Lowen	334 Grant Ave	Palo Alto	CA	USA	94306	N/G	Apr 02, 2009

#	Title	FirstName	Surname	Address	Town/City	St/C/P	Region	Zip/PC	Comment	Date
250	Mr.	Lloyd	Leanse	N/G	Menlo Park	CA	USA	94025	N/G	Apr 02, 2009
249	Mr.	Son	Nguyen	N/G	Palo Alto	Santa Clara	USA	94306	View	Apr 02, 2009
248	Ms.	Margie	Nemcik-Cruz	333 Tennessee Lane	Palo Alto	CA	USA	94306	View	Apr 02, 2009
247	N/G	Deloria	Losacano	2695 Middlefield Road	Palo Alto	CA	USA	94306	View	Apr 02, 2009
246	N/G	Parth	Chandra	3958 Nelson Ct	Palo Alto	CA	USA	94306	N/G	Apr 01, 2009
245	N/G	Marcela	Varma	N/G	Palo Alto	CA	USA	94301	View	Apr 01, 2009
244	N/G	Kathryn	Castaneda	14419 Crestwood Ave	Poway	ca	USA	92064	View	Apr 01, 2009
243	mr.	William	Gelman	3821 Everett	Oakland	CA	USA	94602	View	Apr 01, 2009
242	Ms	Grace	Wu	4201 Juniper Lane	palo Alto	ca	USA	94306	N/G	Apr 01, 2009
241	ms	Christine	Nguyen	3491 Park byld	Palo Alto	CA	USA	94306	N/G	Apr 01, 2009
240	Mr.	Garry	Thomas	N/G	Palo Alto	CA	USA	94306	View	Apr 01, 2009
239	N/G	Laura	Hoffman	N/G	Mountain View	CA	USA	94043	N/G	Apr 01, 2009
238	N/G	Dennis	Mitzyk	N/G	Palo Alto	CA	USA	94306	View	Apr 01, 2009
237	MR.	John	Haugen	4176 Park Blvd.	Palo Alto	CA	USA	94306	View	Apr 01, 2009
236	N/G	Dan	Chow	N/G	Palo Alto	CA	USA	94306	N/G	Mar 31, 2009
235	N/G	Thomas	Sousa	160 Melville Ave.	Palo Alto	CA	USA	94301	View	Mar 31, 2009
234	Ms.	Shanti	Dorfman	N/G	Fremont	CA	USA	94555	N/G	Mar 31, 2009
233	Ms.	Gina	Freschl	N/G	Palo Alto	CA	USA	94301	View	Mar 31, 2009
232	N/G	Margo	Kelly	N/G	Mountain View	CA	USA	94043	N/G	Mar 31, 2009
231	N/G	Greg M.	Bell	2960 Cowper Street	Palo Alto	Ca	USA	94306	View	Mar 30, 2009
230	Mr.	Jeffrey	Carlsle	868 CreeK Dr.	Menlo Park	CA	USA	94025	N/G	Mar 30, 2009
229	N/G	Allison	McGill	132 Hamilton Avenue	Mountain View	California	USA	94043	View	Mar 30, 2009
228	N/G	Michelle	Badger	N/G	Mountain View	CA	USA	94043	View	Mar 30, 2009
227	Mr.	Wouter	Suvenkropp	N/G	Mountain View	CA	USA	94043	N/G	Mar 29, 2009

#	Title	FirstName	Surname	Address	Town/City	St/C/P	Region	Zip/PC	Comment	Date
226	Mrs	Shamila	Sigdel	50 Roosevelt Cir	Palo Alto	CA	USA	94306	N/G	Mar 29, 2009
225	N/G	Tara	Sigdel	50 Roosevelt Cir	Palo Alto	CA	USA	94306	N/G	Mar 29, 2009
224	N/G	Bonnie	Tolles	2547 Alvin Street	Mountain View	CA	USA	94043	N/G	Mar 29, 2009
223	N/G	David	Shayer	2502 Emerson St	Palo Alto	CA	USA	94301	N/G	Mar 29, 2009
222	Mrs.	Lisa	Steinback	N/G	Palo Alto	CA	USA	94306	View	Mar 29, 2009
221	Mr	Robert	Valenti	349 Arden Road	Menlo Park	CA	USA	94025	N/G	Mar 29, 2009
220	N/G	Margaret	Fruth	N/G	Menlo Park	CA	USA	94025	View	Mar 28, 2009
219	Mrs.	Sharareh	McDaniel	N/G	Palo Alto	California	USA	94306	N/G	Mar 28, 2009
218	Mrs	Rosemary	Nolen	N/G	palo alto	California	USA	94306	N/G	Mar 28, 2009
217	Mr	David	Nolen	N/G	palo alto	California	USA	94306	View	Mar 28, 2009
216	Ms	Johanne	Corbell	2107 Showers Dr	Mountain View	CA	USA	94040	View	Mar 27, 2009
215	Ms	Linda	Li	4293 Park Blvd	Palo Alto	Ca	USA	94306	View	Mar 27, 2009
214	Mr	Jacob	Goldberg	N/G	Palo Alto	CA	USA	94306	View	Mar 26, 2009
213	Mr	Jen	Wolfeld	272 Whitclm Dr	Palo Alto	CA	USA	94306	N/G	Mar 26, 2009
212	N/G	Jennifer	Wolfeld	272 whitclm dr	palo alto	ca	USA	94306	N/G	Mar 28, 2009
211	Mrs	connie	oodmer	N/G	mountain view	ca	USA	94040	View	Mar 23, 2009
210	N/G	Brian	Fitzgerald	38 Brookside Ave	San Jose	CA	USA	95117	N/G	Mar 23, 2009
209	Ms	Chi-Ming	Wang	N/G	Palo Alto	Ca	USA	94306	View	Mar 22, 2009
208	Mr.	Brian	Missett	597 Ashton	Palo Alto	CA	USA	94306	N/G	Mar 22, 2009
207	N/G	Andrea	Carlisle	N/G	Menlo Park	CA	USA	94025	N/G	Mar 22, 2009
206	Mrs.	Kirsten	Missett	597 Ashton Ave	Palo Alto	CA	USA	94306	N/G	Mar 22, 2009
205	N/G	Kate	Monie	4183 Park Blvd	Palo Alto	CA	USA	94306	View	Mar 22, 2009
204	N/G	Jane	Cheng	N/G	mountain view	CA	USA	94040	N/G	Mar 22, 2009
203	Mrs.	Aleksandra	Stanojevic	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
202	Mr.	Zoran	Stanojevic	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
201	Ms.	Shereen	Barr	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
200	Mr.	Art	Polidi	N/G	Redondo Beach	CA	USA	90278	N/G	Mar 22, 2009
199	N/G	Wendy	Yu	100 Beacon St	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
198	N/G	Olga	Machkova	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
197	N/G	Simon	Belotserkovsky	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
196	N/G	Jae	Kim	N/G	Mountain View	CA	USA	94040	View	Mar 22, 2009
195	mr	gary	roth	885 loyola dr.	los altos	california	USA	94024	N/G	Mar 21, 2009
194	Dr.	Zheng	Wang	N/G	Mountain View	California	USA	94040	N/G	Mar 21, 2009
193	Dr.	Qian	Wang	N/G	Mountain View	California	USA	94040	N/G	Mar 21, 2009
192	Dr.	Jingbin	Wang	104 Concord Street	Mountain View	CA	USA	94040	N/G	Mar 21, 2009
191	Dr.	Erdan	Gu	N/G	Mountain View	santa clara	USA	94040	N/G	Mar 21, 2009
190	Dr.	Vijay	Vushkatala	N/G	Palo Alto	CA	USA	94306	N/G	Mar 21, 2009
189	N/G	Zhengping	Chen	N/G	Palo Alto	CA	USA	94306	N/G	Mar 21, 2009
188	N/G	Chengdi	Sheng	N/G	Palo Alto	CA	USA	94306	N/G	Mar 21, 2009
187	Dr.	Guido	Amout	2385 Santa Ana Street	Palo Alto	CA	USA	94303	View	Mar 20, 2009
186	N/G	Tao	Hou	N/G	Palo Alto	CA	USA	94306	View	Mar 20, 2009
185	N/G	Kai	Ma	N/G	Palo Alto	CA	USA	94306	View	Mar 20, 2009
184	Mrs	Ria	Amout	Santa Ana Street	Palo Alto	CA	USA	94303	View	Mar 20, 2009
183	Mr	Hongwei	Feng	N/G	Palo Alto	CA	USA	94306	N/G	Mar 20, 2009
182	Ms	Joyce	Liu	N/G	Palo Alto	CA	USA	94303	N/G	Mar 19, 2009
181	N/G	Tracy	Liu	N/G	Palo Alto	CA	USA	94306	View	Mar 19, 2009
180	mrs	letha	dilauro	4131 park blvd	palo alto	ca	USA	94306	View	Mar 19, 2009
179	N/G	Jin	Pi	4240 Wilkie Way	Palo Alto	CA	USA	94306	N/G	Mar 18, 2009
178	N/G	Jenine	Marcacci	4109 Park Blvd	Palo Alto	CA	USA	94306	N/G	Mar 17, 2009
177	N/G	Martha	Schmidt	N/G	Palo Alto	CA	Equatorial Guinea	94301	N/G	Mar 16, 2009
176	N/G	David	Griffin	N/G	Palo Alto	CA	USA	94301	View	Mar 18, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
175	Mrs	Patricia	Mattio	N/G	Palo Alto	CA	USA	94306	N/G	Mar 15, 2009
174	Mr.	Stephen	Wheeler	4241 Wilkie Way	Palo Alto	CA	USA	94306	N/G	Mar 15, 2009
173	Dr.	Barry Z.	Rose	N/G	Palo Alto	CA	USA	94306	N/G	Mar 14, 2009
172	N/G	Alan	Cooper	270 Kellogg Ave	Palo Alto	CA	USA	94301	View	Mar 14, 2009
171	N/G	Steve	Gustafson	N/G	La Crescenta	CA	USA	91214	N/G	Mar 13, 2009
170	MR	Buck	Canterbury	3918 Parkside Ct	Rosamond	CA	USA	93560	N/G	Mar 12, 2009
169	ms	melanie	walker	N/G	San Francisco	CA	USA	94306	View	Mar 11, 2009
168	Mr	Peter	Fuerst	301 Edlee Avenue	Palo Alto	CA	USA	94306	N/G	Mar 11, 2009
167	Ms	Sue	Fuerst	301 Edlee Avenue	Palo Alto	CA	USA	94306	N/G	Mar 11, 2009
166	N/G	Larry	Mone	4163 Park Blvd	Palo Alto	CA	USA	94306	N/G	Mar 10, 2009
165	N/G	Yefei	Peng	N/G	palo alto	ca	USA	94308	N/G	Mar 10, 2009
164	Mrs.	Jenny	zhang	N/G	Palo Alto	CA	USA	94306	View	Mar 10, 2009
163	N/G	Henry	Lyce	4255 Ruthelma	Palo Alto	CA	USA	94306	View	Mar 10, 2009
162	Mr.	Dennis	Mitzyk	N/G	Palo Alto	CA	USA	94306	View	Mar 08, 2009
161	N/G	Tanya	Do	386 Whitclern Dr	Palo Alto	CA	USA	94306	N/G	Mar 06, 2009
160	Mr	Mark	Dobervich	N/G	Palo Alto	Ca	USA	94306	View	Mar 04, 2009
159	Mr	William	Lu	N/G	Palo Alto	CA	USA	94306	N/G	Mar 04, 2009
158	N/G	JEAN	WANG	271 DAVENPORT WAY	PALO ALTO	CA	USA	94306	View	Mar 03, 2009
157	N/G	Saera	Khan	N/G	San Francisco	CA	USA	94114	N/G	Mar 03, 2009
156	N/G	Anne	Callahan	N/G	Palo Alto	CA	USA	94301	N/G	Mar 02, 2009
155	N/G	Joy	Sleizer	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
154	Ms.	Shari	Schoenfeld	524 E Capistrano	San Mateo	CA	USA	94402	N/G	Mar 02, 2009
153	Ms	Kalen	Zh	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
152	N/G	T.R.	Rengnath	N/G	Palo Alto	Ca	USA	94306	View	Mar 02, 2009
151	Ms	Hindi	Hipp	N/G	Palo Alto	CA	USA	94303	View	Mar 02, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
150	Mr	Michael	Johnston	14908 Dakota Rd	Apple Valley	CA	USA	92307	N/G	Mar 02, 2009
149	N/G	Michael	Kuehn	4248 Newberry Ct	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
148	N/G	Saxon	Noj	N/G	Palo Alto	CA	USA	94308	N/G	Mar 02, 2009
147	Mrs.	Marilyn	Putney	283 Whitlam Dr.	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
146	N/G	Werner	Ju	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
145	ms	Abby	Boyd	3998 Bibbits Dr	Palo Alto	Ca	USA	94303	View	Mar 02, 2009
144	N/G	Anna	Brodeur	1810 birch St.	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
143	N/G	Penny	Fox	1810 Birch St	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
142	Mrs.	Sharon	Cooper	237 Edilee Avenue	Palo Alto	CA	USA	94306	View	Mar 02, 2009
141	N/G	Elaine	Meyer	N/G	Palo Alto	CA	USA	94301	View	Mar 02, 2009
140	N/G	Tracy	Douglas	4285 Park Blvd	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
139	N/G	Helen	Hsu	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
138	N/G	Renee	Hofer	4111 Park Blvd.	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
137	Ms	Carlin	Otto	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
136	Ms.	Deborah	Ju	371 Whitlam Drive	Palo Alto	CA	USA	94306	View	Mar 02, 2009
135	N/G	Marc	Loinaz	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
134	Ms	Nancy	Fox	Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
133	Mr.	Ed	Fox	Tennessee Lane	Palo Alto	CA	USA	94308	N/G	Mar 02, 2009
132	Mr.	Jeff	Wolfeld	272 whitlam Dr.	palo alto	ca	USA	94306	N/G	Mar 02, 2009
131	ms	Jennifer	wolfeld	272 whitlam	palo alto	ca	USA	94306	N/G	Mar 02, 2009
130	Miss	Wilma	Milligan	2403 Park Blvd.	Palo Alto	CA	USA	94306	View	Mar 01, 2009
129	N/G	Sarah	Marion	4121 ark l	Palo Alto	CA	USA	94306	N/G	Mar 01, 2009
128	N/G	Carl	brusehaber	22241 nisqualy rd.#102	Apple Valley	ca	USA	92308	View	Mar 01, 2009
127	N/G	Diane	Carpenter	N/G	Forest Lake	Minnesota	USA	55025	View	Mar 01, 2009
126	Mr.	Anthony	Meyer	15688 Ash St.	Hesperia	Ca.	USA	92345	N/G	Mar 01, 2009

#	Title	FirstName	Surname	Address	Town/City	St/Ct/P	Region	Zip/PC	Comment	Date
125	Dr	Leon	Selay	4249 park Blvd	Palo Alto	CA	USA	94306	N/G	Mar 01, 2009
124	Mrs	Jleun	lee	N/G	palo alto	ca	USA	94306	N/G	Mar 01, 2009
123	Mr	sang-min	lee	N/G	palo alto	ca	USA	94306	N/G	Mar 01, 2009
122	N/G	trista	nguyen	4147 park blvd	palo alto	ca	USA	94306	N/G	Mar 01, 2009
121	N/G	alan	nguyen	4147 park blvd	palo alto	CA	USA	94306	N/G	Mar 01, 2009
120	Mr	Blaine	Tehapey	N/G	Atherton	CA	USA	94027	N/G	Mar 01, 2009
119	Dr	Daniel	Hostetter	N/G	Palo Alto	CA	USA	94306	View	Feb 28, 2009
118	N/G	Rachelle	Acuna-Narvaez	N/G	Palo Alto	CA	USA	94306	N/G	Feb 28, 2009
117	N/G	Elizabeth	Sincerbox	4047 Park BLVD.	Palo Alto	CA	USA	94306	N/G	Feb 28, 2009
116	N/G	Phillip	Sincerbox	4047 Park BLVD.	Palo Alto	CA	USA	94306	N/G	Feb 28, 2009
115	MRS	SUSAN	Martinson	2001 Ahoy Ct	El Dorado Hills	Ca	USA	95762	N/G	Feb 28, 2009
114	mr	Michael	Martinson	2001 Ahoy Ct	El Dorado Hills	Ca	USA	95762	N/G	Feb 28, 2009
113	N/G	Annette	Ashton	N/G	Palo Alto	Ca	USA	94306	View	Feb 28, 2009
112	Mr	Jeffray	Miller	N/G	Rancho Cucamonga	Ca	USA	91730	N/G	Feb 27, 2009
111	N/G	Elind	Glourmoustis	992 Loma Verde Avenue	Palo Alto	CA	USA	94303	View	Feb 27, 2009
110	mrs	gina	truong	N/G	palo alto	ca	USA	94306	N/G	Feb 27, 2009
109	Ms	Faith	Brigel	518 Byron St.	Palo Alto	CA	USA	94301	View	Feb 27, 2009
108	N/G	David	Richoux	118 Churchill Ave	Palo Alto	CA	USA	94301	View	Feb 27, 2009
107	Ms	Wei	Tang	3767 Redwood Circle	Palo Alto	CA	USA	94306	View	Feb 27, 2009
106	N/G	Kieran	Sherlock	N/G	Palo Alto	CA	USA	94306	N/G	Feb 27, 2009
105	MR	Eric	Ostrowski	645 Fuller Ave	San Jose	CA	USA	95125	N/G	Feb 27, 2009
104	MRS	Andraa	Ostrowski	645 Fuller Ave	San Jose	CA	USA	95125	N/G	Feb 27, 2009
103	N/G	Susan	Stene	N/G	San Jose	CA	USA	95125	View	Feb 27, 2009
102	N/G	Noriko	Aba	N/G	San Francisco	CA	USA	94110	N/G	Feb 27, 2009
101	Dr	Ulka	Agarwal	N/G	Menlo Park	CA	USA	94025	N/G	Feb 26, 2009
100	N/G	Kirsten	Leimroth	N/G	Palo Alto	CA	USA	94301	N/G	Feb 26, 2009

#	Title	FirstName	Surname	Address	Town/City	St/C/P	Region	Zip/PC	Comment	Date
99	N/G	Jay	Simpson	N/G	San Jose	ca	USA	95131	View	Feb 26, 2009
98	Dr	John	Penix	N/G	Mountain View	CA	USA	94041	N/G	Feb 26, 2009
97	N/G	Jacqueline	Feder	433 Tennessee Lane	Palo Alto	California	USA	94306	N/G	Feb 26, 2009
96	N/G	Carlos	Feder	433 Tennessee Lane	Palo Alto	California	USA	94306	N/G	Feb 28, 2009
95	Ms	Michelle	Harris	676 Fuller Ave	San Jose	CA	USA	95125	View	Feb 26, 2009
94	Mrs	Bonnie	Mateos	4131 Wilke Way	Palo Alto	California	USA	94306	N/G	Feb 26, 2009
93	Mr	Nino	Mateos	4131 Wilke Way	Palo Alto	California	USA	94306	N/G	Feb 26, 2009
92	Ms.	Julia	Quinlan	N/G	Atherton	CA	USA	94027	View	Feb 26, 2009
91	Ms	Teressa	Rimmer	N/G	Redlands	CA	USA	92373	N/G	Feb 26, 2009
90	N/G	Amit	Karmakar	N/G	Palo Alto	CA	USA	94301	N/G	Feb 26, 2009
89	N/G	Karen	Toscos	3421 El Camino Real	Atherton	ca	USA	94027	View	Feb 26, 2009
88	N/G	Mary	Penix	94 Eldora Dr.	Mt. View	CA	USA	94041	N/G	Feb 28, 2009
87	N/G	Matt	Passell	315 Barclay Court	Palo Alto	CA	USA	94306	N/G	Feb 26, 2009
86	Ms	Maryann	Berkowitz	121 Erica Way	Portola Valley	Ca	USA	94028	N/G	Feb 25, 2009
85	Mr	Phil	Egan	N/G	Palo Alto	California	USA	94308	View	Feb 25, 2009
84	N/G	Sandra	Koppe	315 Barclay Ct	Palo Alto	CA	USA	94306	View	Feb 25, 2009
83	N/G	Lisa	Sa	N/G	palo alto	ca	USA	94306	View	Feb 25, 2009
82	Ms	Ritu	Upreti	N/G	Palo Alto	CA	USA	94306	N/G	Feb 25, 2009
81	Ms.	Sheri	Daluto	886 LIMA COURT	Palo Alto	CA	USA	94306	N/G	Feb 25, 2009
80	Ms.	Nancy	Smith	785 Montrose Ave.	Palo Alto	CA	USA	94303	N/G	Feb 25, 2009
79	N/G	Jeff	Greenfield	3476 Waverley Street	Palo Alto	CA	USA	94306	View	Feb 25, 2009
78	N/G	Yu-Shen	Ng	4148 Briarwood Way	Palo Alto	CA	USA	94306	N/G	Feb 24, 2009
77	Nr	Cosmos	Nicolaou	3830 Magnolia Drive	Palo Alto	CA	USA	94306	N/G	Feb 24, 2009
76	N/G	Evelyn	Aguon	N/G	Palo Alto	CA	USA	94306	N/G	Feb 24, 2009

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75	N/G	Manas	Mendal	N/G	Palo Alto	CA	USA	94306	View	Feb 24, 2009
74	N/G	Sharon	Kelly	253 Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Feb 24, 2009
73	Dr.	Charles	Sholtz	3661 Park Ave. (pending purchase)	Palo Alto	CA	USA	94303	View	Feb 24, 2009
72	N/G	Thomas	Pencek	3495 Ramona Street	Palo Alto	CA	USA	94308	N/G	Feb 24, 2009
71	Mr.	Felix	Nettis, Sr.	3283 Waverley ST.	Palo Alto	Ca	USA	94306	View	Feb 24, 2009
70	Dr.	Howard	Cohen	3272 Cowper Street	Palo Alto	CA	USA	94306	View	Feb 24, 2009
69	N/G	Lisa	Weetrich	365 Parkside Drive	Palo Alto	CA	Vatican City	94306	N/G	Feb 24, 2009
68	Mr	James	Silver	45 Roosevelt Circle	Palo Alto	CA	USA	94308	View	Feb 24, 2009
67	N/G	Tina	Paak	160 Palo Alto Ave	Palo Alto	CA	USA	94301	View	Feb 24, 2009
66	Mr	Jinxing	Cheng	N/G	Palo Alto	CA	USA	94306	View	Feb 24, 2009
65	Mr.	Justin	Chueh	N/G	Palo Alto	CA	USA	94303	View	Feb 24, 2009
64	Ms	Xiaoying	Gao	4232 Wilkie Way	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
63	Mr.	Kevin	Wu	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
62	Mrs	Kristien	Arnout Karmarkar	N/G	Foster City	CA	USA	94404	View	Feb 23, 2009
61	Mrs	Asha	Karmarkar	4127 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
60	Mr.	Vishram	Karmarkar	4127 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
59	Mr	Jian	Ma	Wilkie Way	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
58	N/G	Becky	Epstein	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
57	N/G	Anna	Ma	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
56	Mr	J	PI	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
55	Ms	Tao	Li	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
54	Mr.	John C.	Haugen	4176 Park Blvd.	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
53	N/G	Anjan	Ghose	N/G	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
52	Mr.	Robert	Martinson	N/G	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
51	Mrs.	Stephanie	Martinson	N/G	Palo Alto	CA	USA	94306	View	Feb 22, 2009

#	Title	FirstName	Surname	Address	Town/City	St/C/P	Region	Zip/PC	Comment	Date
50	Mrs.	Audrey	Cutler	4114 Park Blvd.	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
49	N/G	carolyn	home	4249 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
48	Mrs	Khurshid	Gandhi	321 W Meadow Dr	Palo Alto	CA	USA	94306	N/G	Feb 21, 2009
47	Mr.	David	Home	4249 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 21, 2009
46	N/G	Nadja	Naik	1825 Emerson St	Palo Alto	CA	USA	94301	N/G	Feb 21, 2009
45	mr	Jonathan	home	park blvd	palo alto	ca	USA	94306	View	Feb 19, 2009
44	Ms.	Julie	Turner	N/G	Palo Alto	CA	USA	94306	N/G	Feb 19, 2009
43	Mr	Kenneth	Li	N/G	Palo Alto	ca	USA	94306	N/G	Feb 19, 2009
42	Mrs	Ivy	Li	N/G	Palo Alto	ca	USA	94301	N/G	Feb 19, 2009
41	N/G	Jeffie	Marcacci	4109 Park Blvd.	Palo Alto	CA	USA	92705	View	Feb 18, 2009
40	N/G	Jolene	Hsu	1201 Dana Ave.	Palo Alto	CA	USA	94301	View	Feb 18, 2009
39	N/G	Mirella	Minnich	N/G	Palo Alto	California	USA	94306	N/G	Feb 18, 2009
38	Dr.	Luisa	Montaini-Kloydahl	N/G	Palo Alto	CA	USA	94306	N/G	Feb 18, 2009
37	N/G	Anne	Hessing	431 Carolina Ln.	Palo Alto	CA	USA	94306	N/G	Feb 18, 2009
36	Mr	Bruce	Lancaster	N/G	Palo Alto	CA	USA	94306	View	Feb 18, 2009
35	Mrs	Claire	Flennes	N/G	Palo Alto	CA	USA	94306	N/G	Feb 17, 2009
34	Ms	Sarah	Carpenter	2091 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 17, 2009
33	N/G	Mary	Brodbeck	2383 south court	palo alto	ca	USA	94301	N/G	Feb 17, 2009
32	Dr.	Robert	McGlinn	1560 Mariposa Avenue	Palo Alto	CA	USA	94306	N/G	Feb 17, 2009
31	N/G	Eric & Lynne	Stietzel	239 Whitcler Ct.	Palo Alto	CA	USA	94306	N/G	Feb 16, 2009
30	Mr	Robert	Stillerman	N/G	Palo Alto	CA	USA	94306	N/G	Feb 16, 2009
29	Mrs.	Samia	Smith	2031 park blvd.	palo alto	ca	USA	94306	View	Feb 16, 2009
28	N/G	David	Hilbert	N/G	Palo Alto	CA	USA	94306	N/G	Feb 16, 2009
27	N/G	Jean	Olmsted	240 W Charleston Road	Palo Alto	California	USA	94306	N/G	Feb 15, 2009
26	mr	roger	sack	4104 park blvd	palo alto	CA	USA	94306	N/G	Feb 15, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
25	N/G	Tracy	Douglas	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
24	Mr	Prasenjit	Berdhan	1648 Manposi Av	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
23	Mrs.	Lisa	Mercacci	4109 Park Blvd.	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
22	Dr.	Anna	Hempstead	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
21	N/G	John	Hofer	4111 Park Blvd.	Palo Alto	California	USA	94306	N/G	Feb 15, 2009
20	Dr.	Hinda	Seck	4104 Park Blvd.	Palo Alto	CA	USA	94306	View	Feb 15, 2009
19	Mr.	Craig	Moye	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
18	N/G	patricia	caruthers	1530 portola ave	palo alto	CA	USA	94306	N/G	Feb 15, 2009
17	Mr	Ben	Tsang	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
16	Mrs.	Jocelyn	Tsang	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
15	Dr	Christopher	Kanterlev	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
14	N/G	Ginny	LaRiviere	453 Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
13	N/G	Philip D.	LaRiviere	453 Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
12	N/G	Florence	LaRiviere	453 Tennessee Lane	Palo Alto	CA	USA	94306	View	Feb 15, 2009
11	Ms.	Helen	Stavropoulos Sandoval	N/G	Palo Alto	CA	USA	94306	View	Feb 14, 2009
10	N/G	Keri	Wagner	311 Edlee Ave	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009
9	Mr	Blake	Pulney	263 Whitcler Dr	Palo Alto	ca	USA	94306	N/G	Feb 14, 2009
8	Mrs.	Camille	Leblond	4215 Ruthelma Avenue	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009
7	Dr.	Carlos	Feder	433 Tennessee Lane	Palo Alto	California	USA	94306	View	Feb 14, 2009
6	Mr	Hugo	Fiennes	341 Carolina Ln	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009
5	mr	phil	smaller	4155 Wilkie	palo alto	ca	USA	94306	N/G	Feb 14, 2009
4	Mrs.	Magda V.	Grant	4155 Wilkie Wey	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009
3	N/G	Wendy	Akers-Ghose	N/G	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
2	Mrs.	Mildred	Chethik	186 Ely Place	Palo Alto	CA	USA	94306	View	Feb 14, 2009
1	Ms	Sara	Armstrong	N/G	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009

* N/C - field not collected by the author

* N/G - not given by the signer

* S/C/P - State, County or Province

* PC - Post Code

* View - view comment

Appendix: All signatures comments

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Please take the public's input into consideration. Thank you

#7 Public Interest

269

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Splitting the peninsula in 2 with a horrible overhead rail was not what I signed for when I voted to approve the funding. Undergrounding the rails is the only alternative I can support.

#2 Elevated Tunnel

268

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I am against the high speed train to go through the Pacheco Pass since it will negatively effect the ecology of the state and cost much more money. In addition it would destroy beautiful communities. If for some reason it had to be installed through the Pacheco Pass, I ask that that tunneling be used as to eliminate the negative impact across the Peninsula cities.

#2 Alternate route
#1 Bio
#5 Cost
#2 Tunnel

I am in favor of the Altamont Pass option as a first option.

#2 Alternate route

266

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It is vital that the comment period for this project be extended and that the high speed rail project team put a significant amount of effort into explaining the complete truth to those of us along the tracks about what will/may happen TO us. "Happening TO us" is the operative phrase as none of the negative information was shared prior to the vote last Fall - so people voted with less than complete information.

#7 Comment Period
Transparency
Prop 1A - mission

265

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I fully support High-Speed rail if done the right way and not negatively impacting residential areas. Tunnels or trenches should be done to protect neighborhoods.

#8 support
#2 Tunnel/trench

261

Back to signature list

The train needs to go under ground. Most of Palo Alto is going to be impacted by both the unsightly raised train tracks and the ongoing street closings because of passing trains. A network of LA style overpasses is not a solution for a long established residential town. Many people in this community will have their planned retirement disrupted because of lower property values.

With many skilled workers and contractors out of work you have the manpower to build tunnels at a reasonable price.

#2 Tunnel
Elevated
#1 Acoustics
#6 Property values
#5 Cost

260

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Don't divide Palo Alto into four quadrants, it will be no more one Community.

#1 Separation

258

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Whoa! If the current high-speed rail proposal marches through as planned, only a very few people will benefit, namely the "Joint Powers". Caltrans is chompin' at the bit. Nothin' better than a multi-billion dollar project to lightin' your step. Hmmm...

#3 CalTrain
Coordination

256

Back to signature list

I would like to see the high speed rail stop in San Jose and transfer to an electrified baby bullet on Cal Train. Why

#2 Stop Terminal at San Jose
#4 Coordination
#3 COORDINATION

spend additional money and destroy communities up and down the Peninsula if we don't need to? Let's be fiscally responsible in our current budget crisis.

#3 Coordination
#5 Community costs

255

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I am concerned we are rushing into a plan that has not been fully researched a vetted in the local communities. I feel this is very similar to a plan underway to electrify the Cal Train rails. Why are we duplicating the effort and expense and for what return?

#7 Transparency
#5 Community costs

253

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high speed rail in other countries is set up on the outskirts of town, not in the middle. this is way to costly. if they use eminent domain they better pay me what i paid for the house and not what the current value is. eminent domain will bankrupt me.

#2 Property system
#5 Cost
#6 Property value
Eminent domain

249

Back to signature list

Please give us peace. Those tracks will destroy our living environment by adding toxical noises and a barrier to the outside world.

#1 Noise separation

248

Back to signature list

No elevated tracks! The current plan would be a disaster for Palo Alto and other neighborhoods along the CalTrain route.

#2 Elevated

247

Back to signature list

Stop and think how many lives this would destroy!! Have we not learn anything from the result of todays economy that in name of the almighty dollar what we would sacrifice!!!

#1 Community impact

245

Back to signature list

Please provide the community the opportunity to give input on this important matter that will have a lasting impact on the neighborhood.

#7 Public interest/Comment

244

Back to signature list

Please STOP the plans for the High Speed Rail. It is not a good idea for the state of California.

#9 Oppose

243

Back to signature list

TUNNELING IS AN OPTION GIVEN THE TREMENDOUS DISRUPTION THIS IMPORTANT SERVICE IS LIKELY TO CAUSE THE NEIGHBORHOODS ALONG THE ROUTE

#2 Tunnel

240

Back to signature list

Both the tone and character of local neighborhoods and whole cities adjoining the current rail tracks will be irreparably damaged (including the loss of many homes) if the current elevated four-track plans proceed to completion.

#7 Elevated
#6 Eminent domain

238

Back to signature list

The entire HSR project is a huge scam and it must be stopped! The people of CA were deceived into voting for this

#9 Oppose

insane project. We must file suit to stop this and see that the guilty parties are punished for election fraud.

#7 Prop 1A

237

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We have to live with the results for a long time, so make sure people are aware of what we're getting into.

#7 Transparency

235

Back to signature list

consider the tunnel option or better yet run the HST from San Jose to LA with bullet service from SF to San Jose.

#2 Tunnel
#4 BART Bullet
#3 Caltrain

233

Back to signature list

I am against, as many are, any underpasses and overpasses. The noise from the overpasses will be very disruptive to this entire area. Please move forward with the tunneling project instead.

#2 Grade separation
Tunnel
#1 NOISE

231

Back to signature list

Would the project be easier to get started if the main high speed rail section was first built between San Jose and the main Los Angeles terminal? Taking our current Cal Train from anywhere on the peninsula to San Jose regardless of the speed is not an issue for my family. It's the drive down highway 5 that's the big time waster, air polluter and energy drain; about 5-6 hours by car. If money does run dry, and it may easily in our current economy, the main section/leg has the most value. Bu

#2 Construction phasing
#1 NOISE

229

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This is an enormous project that requires more time, planning and input of options, financial commitments, public consideration and construction.

#7 Public Interest Planning

228

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My home will be directly impacted by the noise, visual impact and construction of the proposed High Speed Rail plan on the San Francisco Peninsula.

#1 Noise
Aesthetics
Construction

I respectfully request you study the possibility of placing the proposed tracks in a trench of 15ft deep with sound walls, or in an underground tunnel. In both cases, many if not most of the long term environmental impacts might be mitigated, road crossings made both cheaper and more attractive, and easier to maintain.

#2 Trench
Tunnel

222

Back to signature list

The CA voters were deceived by the government last Nov when we voted on this Bond measure. The newspapers, local govts and CHSRA never indicated that the Caltrain corridor would be used for the HSR. This bond measure NEVER would have passed if we had known what their plans were! This was deceptive and unfair. The CA voters will demand a re-vote. The CHSRA should be routing the HSR through the Pacheco Pass, along BART or 101.

#7 Prop 1A
#2 Alternate route

220

Back to signature list

High Speed Rail is not commuter rail, but one more form of welfare for the rich. Why didn't the ballot measure include, & the media publish, all points of view?

#7 Public Interest

217

Back to signature list

I am inalterably opposed to HSR on the peninsula on the current CalTrans tracks.

#9 Design

216

Back to signature list

An elevated track system will destroy our community. Please consider that this will greatly reduce the benefits of high speed rail, which I otherwise support.

#2 Elevated

215

Back to signature list

Need consider the effect. Please !!!!!!!!!!!!!!!

#1 Construction Community impact

214

Back to signature list

Alongside highway 101 is far superior to the CALTRAIN route. The harm to the community is not justified by high-speed access to distant places.

#2 Alternative route

211

Back to signature list

no build high speed rail through cal train track, we can't sleep well by this noise, You can build high speed rail far away from residents area. We are the residents, have the right to live in quite neighborhood,

#1 Noise
#2 Alternative route

209

Back to signature list

I oppose to build the high-speed train through Palo Alto.

#9 Oppose

205

Back to signature list

Very concerned about Safety. Derailment at very high speed could obliterate my house/ my family. Can you guarantee our safety 100%?

#1 Safety

196

Back to signature list

Please consider no elevation for the train tracks for the high speed trains.

#2 Elevated

187

Back to signature list

Alternatives to be considered are:

1. A tunnel to connect the high-speed rail San Jose to San Francisco
2. Not connecting the high-speed rail from San Jose to San Francisco and connecting these 2 cities by a slightly faster train on the existing tracks with fewer stops
3. Redirecting the budget of the high-speed rail from San Jose to San Francisco and use it to eliminate all current railway crossings that are unsafe in the congested Bay Area and would allow for faster connections

#2 Tunnel
#3 Caltrain
#2 Grade Separation

186

Back to signature list

Will greatly impact our life quality negatively.

#1 Community impact

185

Back to signature list

This plan will completely cut through the center of Palo Alto, a beautiful and quiet high-end community. This is a city with long history of high quality of life. The HSR will change the life of a great portion of the city residents. People work hard and save hard in order to support housing here. The HSR will change everything dramatically, not to mention the details of all the negative impact. I don't see any positive sides of this plan to the palo alto residents. Then why set the rail here?

#1 Separation

184

Back to signature list

We need honest and correct information before we are asked to vote on an issue as important as this one. We did not get the whole story.

] #7 Transparency Prop A

181

Back to signature list

I am fully against HSR going through City of Palo Alto. It's a wasting of our already shorted resource and destroy our quality life.

] #9 Opposed
#1 Community input

180

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I am concerned about visual impact of elevation of HSR & division of community.

Attraction to wall for graffiti & hanging out place. Noise will be a large concern, accidents potential of 4 trains going at slow & fast speeds. Evacuation plans & routes for neighborhoods as some streets may be closed to HSR. What about all the trees that will have to be cut down & the property owners that will have to move due to eminent domain? What is Fair Market value & as of what date. Tunnel or stop SJ.

] #1 Aesthetics, separation

] #1 Noise
Safety
Bio
#6 Eminent domain
Property values
#2 Tunnel

176

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Put the trains underground

] #2 Tunnel

172

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I have sent a letter to HSR Commission (before March 6) expressing my views on this project, and have proposed alternatives to elevated tracks.

] #2 Alternate alignment

169

Back to signature list

The train noise will be carried so much further and louder by being high up and a 20 foot wall dividing the beautiful Peninsula cities in half sounds just horrible.

] #1 Noise
Separation

164

Back to signature list

This will really affect all the people living closely to the railways. And especially will bring noise and other safety issue to the neighborhood. It is better not let this high speed railway cross the whole Palo Alto town. Thanks.

] #1 Noise
Safety

163

Back to signature list

Overhead tracks would be an extremely destructive addition to a single story residential neighborhood.

] #2 Elevated

162

Back to signature list

I was deceived into voting for the HSR Prop. I had No idea I was voting for elevated tracks and eminent domain! The HSRA and PA City Council pulled the wool over our eyes! This is election fraud. All concerned parties should file suit to stop this insanity. The people who foisted this fraud upon us belong in jail! I'm serious about this. My beautiful, peaceful home in South Palo Alto is now worthless... worthless! Prison for these criminals who deceived us. I'm sick and tired of this!

] #7 Prop A
#2 Elevated
#6 Eminent domain
Property values

160

Back to signature list

Upgrade the existing Caltrain facilities - with more bullets-

] #4 B&B Bullets

158

Back to signature list

The rail authority should check out Japan's railway system. Seriously!

I feel cheated that Prop 1A didn't explain all this business of building a high ugly wall for the trains. I am for public transportation but now I wish I had vote No. on Prop 1A.

#2 Foreign System
#7 Prop 1A

152

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Has anyone stood on a train station in Japan when one of their Shinkansen trains goes by at 120 MPH? If this thing has to be built, it needs to go underground and Palo Altans shouldn't be the only ones asked to pay for it (a blog I read suggested this). Touted benefits, such as claims on ridership levels, economic prosperity levels going up, etc., are just claims. What about the added traffic to and from this station. Follow the money, see who is pushing this - more development is not the way

#1 Noise Traffic
#2 Foreign System Tunnel

151

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This type of train shouldn't even be considered for PA. The "station" would bring in thousands of cars creating much more traffic than we already have and with all the building going on in town we are all feeling the extra cars even without the station! And what artery would bring them to this "station"? Don't force people to give up their homes not to mention the sound impact & visual one. And what about the safety of students crossing the HSR tracks with HS trains approaching? A scary thought!

#1 Traffic
#2 Station location
#1 Noise Aesthetics Safety
#6 Bypass downtown

145

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I don't want Palo Alto divided into East and West like Oregon expressway divided into North and South. Also I am concerned about sound (12 trains an hour!!!) that I will have from Bayshore and now more noisy trains.

#1 Separation Noise
#2 Tunnel

GO UNDERGROUND, PLEASE

Abby

142

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Too little time for too big a decision, the process has been less than fair to the involved communities. Redwood City, Atherton, Menlo Park and Palo Alto are residential communities not allowing for more tracks. Elevated tracks, crossings, walls and added noise are over scaled for these communities. A NO BUILD vote is needed, a BULLET train from SF to SJ would have more options for rider-ship anyway.

#7 Connect Period
#2 Elevated, crossing
#1 Noise
#2 No-build
#4 Bypass Bullet

141

Back to signature list

Don't divide our community; also, a station in Palo Alto will have huge impacts.

#1 Separation
#2 Station location

136

Back to signature list

Elevated tracks in an established residential neighborhood would have devastating effects on the quality of life.

#2 Elevated
#1 Community impact

130

Back to signature list

This route is not only impacting the Bay Area, but undermining property value in the surrounding communities all for a railway that probably will be used by a small minority.

#6 Property values

128

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Taking house and homes that we have worked for all our life is not the answer. Giving us a lot less than our homes are worth is a disgrace. Instead of trying to save money and not caring about the American dream or family values. Why don't you use remote land out of town if you build it they will come.

#6 Eminent domain
Property values

127

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With all of the budgetary concerns all over the country, and especially in California, this disruption of people's lives and impending confiscation of residential property that is on the tax rolls seems to be against the public interest. California can't afford this expenditure anyway.

#6 Eminent domain
#5 Govt

119

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As a Baby Bullet rider, I think use of the existing Caltrain infrastructure makes a lot of sense. Building new rails would force Caltrain to compete. Let's use the money to improve Caltrain (cut commute time between San Jose and San Francisco) and coordinate schedules with the high speed rail which could end in San Jose.

#4 Baby Bullet
#3 Cal Train

113

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I am opposed to the high speed rail coming along the Peninsula corridor. It would be an incredible eyesore and ruin property values if above ground. I have no confidence that there will be money or the political will to put underground. Look at the lack of funding for BART.

#9 Opposed design
#1 Aesthetics
#6 Property values

Although I voted for HSR, I had no idea that an overhead (or even grade) option would be considered.

#2 Elevated

The line should go south from Santa Clara or San Jose and CalTrain should serve the Peninsula with additional trains.

#2 Alternate route

111

Back to signature list

1. I think the High Speed Train should not be built at all. I voted against the bond because I felt it was too expensive both in money and disruption of the environment.
2. The route between Los Angeles and San Francisco is not our main transportation problem. What we desperately need is more and better local transportation, electrification of Cal train, a modern 'trolley' on main streets such as El Camino and similar projects. Rush-hour traffic is horrendous. We need alternatives to driving.

#9 Opposed
#3 Cal Train
#4 ALTERNATE TRANSP.

109

Back to signature list

I am in opposition to the building of a fast rail train going through Palo Alto. I do not want the noise, pollution, or negative effects of construction. This train is unnecessary. I made a mistake and voted for it not knowing where they plan to construct it. I do not want it on level ground. I do not want it above ground. With the high water levels of Palo Alto, I do not want it below ground. The formation of Oregon and Alma may need to be changed. I do not want that.

#9 opposition
#1 Noise, Air
Construction

108

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My 1st choice is NO BUILD, improve CALTRAIN, but if that cannot happen, the double tunnel is the only way it could possibly work.

#2 No build
#3 Cal Train
#2 Tunnel
#4 ALT. TRANS.

107

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No walls dividing our community!!

#1 Separation

103

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Do not ruin our neighborhoods. This is not NIMBY. We were here first!

#1 Community impact

99

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go sara

#11 Irrelevant

95

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North Willow Glen where the Celltrain tracks currently exist is approx 500 feet from Palm Haven district of Willow Glen designated as a City of San Jose Conservation Area (a neighborhood within San Jose containing significant historical and architectural structures). State environmental law requires review by residents of planning initiatives that impact cities and residents- this was not done. This must be rerouted along 101 or elsewhere.

#1 Cultural
#2 Alternate

92

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Elevated tracks and the construction process will ruin our communities. The HSRA has ignored us - it must be forced to listen by our elected representatives and by the mandates of AB3034.

#2 Elevated
#1 Construction

89

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More research needs to be done to not interrupt citizens lives. Please do this before going forward.

#1 Community impact

85

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Just slow the trains down between SF and SJ and let them have the same top speeds as Caltrans does now. How much time does that add to this trip? An extra 15 minutes?

#3 Cal Train

Why spoil the quality of life in such quiet areas. Strip-mining along the San Francisco Peninsula is what this HSR is asking for.

#1 Noise, Community imp.

84

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I am opposed to the current proposal. I do not want my neighborhood to have raised rails and high sound walls. I believe this will be a blight to my community. Please include the option to vote "no build."

#9 opposed
#2 Elevated
#3 No build
#1 Aesthetics

83

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With 2 children 4 years old & younger I do not want a HST steps from my home nor do I want to see property values decline when this IS OUR RETIREMENT investment.

#6 Property values

79

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Elevation of tracks in residential neighborhoods is simply not a workable solution. Please heed the voice of local residents.

#2 Elevated
#7 Public Interest

75

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This High-Speed Rail through

73

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The back yard of my future home abuts the PCJPB right-of-way. I fully support high-speed rail, but believe it can be done in a way that can enhance the communities it runs through (e.g., by creating a tunnel with an above-ground greenbelt) rather than dividing communities and creating eyesores (e.g., elevated tracks).

#8 support
#2 Tunnel
Greenway
#1 Aesthetics
Separation

We would appreciate more time to articulate these ideas.

#8 comment
Pending

Thank you.

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No elevation...underground OK

] #2 Elevated/Tunnel

70

Back to signature list

High speed rail is important, but it should be underground in urban and suburban areas, such as the Peninsula.

] #2 Tunnel

68

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I am concerned about the noise levels that a frequent, high-speed train may cause, and that elevating the train may divide the community in half, making it impossible to walk or bicycle between adjoining neighborhoods, and to the retail shops along El Camino Real near Meadow and Alma in Palo Alto. I am also concerned about the 75 ft rail corridors required and property seizures that may be required.

] #1 Noise
#6 Separation
#6 ROW
Eminent domain

67

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Trains should run over the major freeways or in industrial areas, not in residential areas.

] #2 Alternate

66

Back to signature list

HSR, if elevated, will have extremely detrimental impact on neighboring residential areas. Tunnel or Trench should be the preferred way in residential areas.

] #2 Elevated
Tunnel/Trench

65

Back to signature list

Please keep high speed rail out of our backyards. Running along a freeway or underground would be acceptable.

] #2 Alternate
Tunnel

62

Back to signature list

There are 3 key issues here: 1) Were we given all of the facts before we voted? 2) Is it safe for the communities? 3) Does it enhance the communities? I believe the answer to be "NO" on all counts. We have too many "accidents" with (slower) trains as it is. While I would approve a high speed rail, I don't want it coming through our neighborhoods and threatening our safety and wellbeing. Why not start it from San Jose since we already have transit from San Francisco to San Jose?

] #7 Prop 1
#1 Safety
Consistent Improv.

51

Back to signature list

Stop the train at San Jose. It does NOT make sense to spend billions of dollars and get 45 min savings vs. using the baby bullet train which is already here.

] #2 Terminate in SJ
#4 Baby Bullet

45

Back to signature list

my home abuts the current CalTrain ROW. I'm very concerned about how it will effect my home life, and the value of my home.

] #1 Community Impact
#6 Property Value

41

Back to signature list

It is important that we take the time to examine the issues of this high speed train through our town, Palo Alto.

] #7 Public Interest

40

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I don't think that such a tall structure through the middle of Palo Alto is a good idea.

#2 Elevated

36

Back to signature list

A no build for the San Jose to San Francisco portion is something that needs to be seriously considered. If the HSR is deemed needed between these 2 cities, then undergrounding through Palo Alto, Menlo Park, and Atherton should be the only option considered.

#2 No build
Tunnel

29

Back to signature list

Pretend your home is on the track and how horrible it would be to suddenly have an elevated track in your backyard with all the negative visual and audio.

#2 Elevated
#1 Aesthetics
Noise

20

Back to signature list

I strongly support the petition. I was very disappointed by the Santa Clara HSR meeting. The first speaker came across as uninformed or intending to obfuscate. With so little information forthcoming, there is no justification for the March 6th deadline placed upon community input at this stage.

#9 Oppose
#7 Transparency

12

Back to signature list

Time extension is absolutely necessary.

#7 Comment period

11

Back to signature list

Our homes and neighborhoods should not shoulder the burden for this entire project.

#1 Community
Impact

7

Back to signature list

A share the concerns of my neighbors about quality of life detriment, and that support the extension of the deadline to discuss this important issue.

#7 Comment
Period

2

Back to signature list

The High Speed Rail will adversely affect the property values of many people, visually ruin the city, add noise, and dust. No one wants to live near high speed trains running through at 125 miles per hour. If it is built, please put tunnel it or put it in a more rural area.

#6 Property value
#1 Aesthetics
Noise
AQ
#2 Tunnel
Alternative

Not So Fast - High Speed Rail from San Francisco to San Jose

2009

Petition

RECEIVED

APR 6 2009

We, the undersigned, state the following:

BY:

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#2 Elevated
#1 Separation
Architecture
Noise
#7 Govt oversight
#7 Transparency
Public Interest
#7 Adm'l
Comment Period

Signatures

C	Name	Address	Email (optional)
1	Karen Kalinsky	210 E. Meadow Dr. Palo Alto, CA 94306	
2	MARGARET KIM	1111 HIGH ST. PA 94301	margaret@mandk.com
3	Steve Broadbent	575 Washington PA 94301	steve.broadbent@hp.com
4	Kevin Brodbeck	2383 South St. PA 94301	Kevinbrodbeck@gmail.com
5	Wayne Douglas	PO Box 60337 PA 94306	waynejdouglas@yahoo.com
6	Wayne Douglas	PO Box 60337 PA 94306	
7	Phil Douglas	4285 PARK BLVD	DD85@LUP.COM
8	Lethe Dikawa	4131 Park Blvd.	4131 Park Blvd. Richmond, CA 94804
9	Dawn Darbonne	23 Roosevelt Circle	dawnmdmd@yahoo.com
10	Allen Vugrincic	23 Roosevelt Circle	
11	Marjorie Hager	3160 MADDOX DR	mhager@Stanford.edu
12	Kelley Perry	1601 Main St. San Jose	
13	Walter O'Malley	1401 Webster Rd	
14	Shala A. Boney	3419 Park Blvd	
15	Carol Farmer	1560 Castilleja Ave.	
16	Andrew Casey	1550 Castilleja Ave	nick.ps@uphoo.com
17	Bruce Lancaster	1637 Mariposa Ave	bruce.lancaster@tes.com
18	ART SMALL	1515 CASTILLEJA	ARTSMALL@GEE.COM
19	Eleanor Sutterlee	2399 Southcourt	ehsatt@aol.com
20	Hugh Sutterlee	2399 South Court	

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Contact: cmaboard@googlegroups.com. Please return completed petitions to: 4118 Park Blvd, Palo Alto.

D-SC-6

Petition

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#2 Elevated
#1 Separation
Aesthetics
Noise
#3 Government
Oversight
#7 Transparency
Public Interest
#7 Add
Commit
Process

Signatures

E	Name	Address	Email (optional)
1	Erica N. Carrick	361 Carolina Lane Palo Alto, CA	ed.carrick@gmail.com
2	San M. Brady	381 Carolina Ln Palo Alto, CA	
3	Robert E. Kachler	461 CAROLINA LN PALO ALTO	
4	Phyllis Mickel	291 Caroline Ave Palo Alto	
5	Phyllis E. Mickel	332 CAROLINA LN	
6	Phyllis Kachler	271 CAROLINA LN	
7	Phyllis Kachler	231 Carolina Ln	
8	Phyllis Kachler	231 - Caroline Ln	huc@sanjose.com
9	Marshall L. Carrick	361 Carolina Lane Palo Alto	
10	Cheema M. Shigematsu	462 Carolina Ln Palo Alto	
11	John W. Bracken	292 Carolina Ln Palo Alto	JohnBracken@AOL.com
12	John W. Bracken	351 Carolina Lane Palo Alto	
13	John W. Bracken	1563 Marissa Ave, PA	CA 94306
14	John W. Bracken	" "	" "
15	John W. Bracken	350 W Charleston Rd	
16	John W. Bracken	350 W Charleston Rd	scillia@charleston.com
17	John W. Bracken	1624 madison ave. palo alto	bill@formalimage.com
18	Denise B. Kachler	201 MacLure	denise@warwick.edu
19	Leslie King	4105 Park Blvd	Kingfamily6
20	Bob King	4105 Park Blvd	9sb@global.net

Petition Version 2 - updated to reflect new deadline

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#2 Elevated
#1 Separation
Aesthetics
Noise

#2 Cost
Insight
#7 Transparency
Public Interest

#7 Comment
Period

#	Date	Signatures	Address
1	4/1/09	Alison H. W. W.	325 Channing Ave #302 Palo Alto CA 94301
2	4/1/09	Eric S. W.	325 Channing Ave #302 Palo Alto CA 94301
3	4/1/09	Eric S. W.	325 Channing Ave #302 Palo Alto CA 94301
4	4/1/09	Patricia Frankel	325 Channing Ave #916 Palo Alto CA 94301
5	4/2/09	Spencer P. P.	325 Channing Ave #305 Palo Alto CA 94301
6	4/2/09	Eric S. W.	855 El Camino Real, Suite 130, CA 94301
7	4/2/09	Eric S. W.	211 Ely Pl. Palo Alto CA 94306
8	4/2/09	Eric S. W.	211 Ely Pl. Palo Alto CA 94306
9	4/2/09	Eric S. W.	908 Middlefield Rd. Palo Alto CA 94301
10	4/2/09	Eric S. W.	845 Ramona St Apt 514 P.A. Ca 94301
11	4/2/09	Eric S. W.	904 Bryant St., Palo Alto, CA 94301
12	4/2/09	Eric S. W.	1841 HAMILTON AVE, PALO ALTO, CA 94303
13	4/2/09	Eric S. W.	1841 HAMILTON AVE, PALO ALTO, CA 94303
14	4/2/09	Eric S. W.	1844 Hamilton Ave Palo Alto CA 94303
15	4/2/09	Eric S. W.	" " " " " "
16	4/2/09	Eric S. W.	1850 Hamilton Palo Alto CA 94303
17	4/3/09	Eric S. W.	1836 Hamilton Ave, Palo Alto, CA 94303
18	4/3/09	Eric S. W.	1836 Hamilton Ave, Palo Alto CA 94303
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H2 Blasted
H1 Separation
Noise
Acoustics

H7 Transparency
Public Interest

H7 Comment
period

	Date	Signatures	Address
1	3-31	Mike J. Culver	868 CREEK DR. MENLO PARK CA 94025
2	3-31	Angela Pauline	808 Creek Dr. Menlo Park CA 94025
3	4-20	David [unclear]	2258 Williams St. Redwood City CA 94061
4	4-1	Margaret [unclear]	320 Victoria Pl. Palo Alto, CA 94306
5	4-1	Shirley Goldberg	3373 Cowper St. P.A. CA 94306
6	4-2	Joe [unclear]	2668 Smith Ave. H.S. No. 94022
7			
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We, the undersigned, state the following:

- #2 Elevated
- #1 Separation
- Anesthetics
- Noise

#7 ~~Insurance~~
Public Int

#7 follic
connect
period

	Date	Signatures	Address
1	3/31	H. N. D. N. K.	21 Keene Middle St. Palo Alto
2	3/31	E. Harris	880 Richardson Ct, Palo Alto
3	4/3	Don Schaubert	4180 Byron St apt B Palo Alto 94306
4	4/3	Thane Wilson	3331 Middlefield Rd Palo Alto 94306
5	4/3	Leo Paccin	151 Corona Way Portola Valley 94028
6	4/3	Raymond	3704 Duane Ct, Palo Alto, CA 94303
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#2 Elevated
#1 Separation
Noise
Aesthetics

#7 Public
Interest

#7 Comment
Period

	Date	Signatures	Address
1	4/3/09	[Signature]	870 Creek Dr Menlo Park CA
2	4/3/09	[Signature]	856 Creek Dr Menlo Park CA 94025
3	4/3/09	[Signature]	880 Creek Dr. M.P. 94025
4	4/3/09	[Signature]	836 Creek Dr Menlo Park 94025
5	4/3/09	[Signature]	824 Creek Dr Menlo Park 94025
6	4/3/09	[Signature]	824 Creek Drive Menlo Park 94025
7	4/3/09	[Signature]	812 Creek Dr Menlo Park 94025
8	4/3/09	[Signature]	692 Creek Dr Menlo Park 94025
9	4/3/09	[Signature]	654 Creek Dr Menlo Park 94025
10	4/3/09	[Signature]	680 Creek Dr Menlo Park 94025
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#2 Elevated
#1 Separation
Noise
Activities

#7 Public
Interest

#7 Comment
Period

Signatures

A	Name	Address	Email (optional)
1	Marilyn J. Giverson	4125 Park Blvd. Palo Alto	merryed1547@sbglobal.net
2	Aditya A. Dilawar	4131 Park Blvd. PA	
3	Linda De Lauro	4131 Park Blvd. PA	ldilawar@stanfordmed.org
4	VISHA KARMARKAR	4127 PARK BLVD. PA.	VKASSOC@AOL.COM
5	ASHA KARMARKAR	4127 PARK BLVD. PALO ALTO	VKASSOC@GOOGLE.COM
6	MIKE DALCOW	4127 PARK BLVD. PA	
7	Franklin B. Oustob	240 W. CHARLES ST. PA	
8	Terrie Johnson	4103 Park Blvd. PA.	
9	KAREN MCNAY	1520 MARIPOSA PA	kmcnay@apsi.com
10	Linda VASIC	1540 MARIPOSA PA	h2op@aol.com
11	DAVID FENCEL	159 CHURCHILL AVE	159 CHURCHILL@mcnay.org
12	Robert Kung	4105 Park Blvd	
13	RELA VAND	225 W. MEADOW BL.	
14	Nancy Supan	4125 Park Blvd. PA	
15	UDAY KARMARKAR	4127 PARK BLVD. PA	UDAY.KARMARKAR@AOL.COM
16	Mary Gordon	16 ROOSEVELT AVE. PA	
17	MICHAEL GOLDBER	2370 Taro St. PA	mmichael@goldber.com
18	V. JAY VUSIRIKALA	4202 RUTHELM A	
19	RICK KARCH	4281 WILKIE WAY	rkarch@aol.com
20	Dana Herrold	115 Fernside Avenue	dana.herrold@hp.com

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#2 Blasted
#1 Separation
Noise
Aesthetics

#7 R.R.
Interest

#7 Comment
Period

Signatures

C	Name	Address	Email (optional)
1	Karen Kalinsky	210 E. Meadow Dr. Palo Alto, CA 94306	
2	MARGARET Kim	1111 HIGH ST. P.A. 94301	margaret@mandle.com
3	Steve Broadbent	575 Washington PA 94301	steve.broadbent@hp.com
4	Kevin Broadbeck	2383 South Ct. PA 94301	Kevinbroadbeck@gmail.com
5	Wayne Douglas	PO Box 10337, DA 94316	Wayne.j.douglas@yahoo.com
6	Wayne Douglas	PO Box 10337, PA 94316	
7	Phil Douglas	4285 PARK BLVD	D3185@LIVE.COM
8	Letha DiLaura	4131 Park Blvd.	4131 Park Blvd. Letha DiLaura Stanford Med. org
9	Dawn Darbonne	23 Roosevelt Circle	dawnmdmd@yahoo.com
10	Allen Vugrinic	23 Roosevelt circle	
11	Margaret Hager	3160 MADONNA DR	mkrager@Stanford.edu
12	Kelli Lee	1601 Manhattan Ave.	
13	Anna O'Donnell	1401 Webster Rd	
14	Kala A. Bares	3419 Park Blvd	
15	Carol Farmer	1560 Castilleja Ave.	
16	Andrew Casey	1550 Castilleja Ave.	casey.p@uphsd.com
17	Bruce Lancaster	1637 Mariposa Ave	bruce.lancaster@msn.com
18	ART SMALL	1515 CASTILLEJA	ART.SMALL@CENE.COM
19	Eleonor Sutterley	2399 South Court	ehsattapa@stglobal.net
20	Hugh Kattalee	2399 South Court	

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#2 Elevated
#1 Separation
Noise
Aesthetics
#7 Public
Interest
#7 Comment
Period

Signatures

S	Name	Address	Email (optional)
1	Eva Tennill	4259 Park Blvd	Palo Alto, CA 94306
2	Edward Tenney	4259 Park Blvd	Palo Alto, CA 94306
3	Steve Varnhagen	362 Whitfield St	Palo Alto, CA 94306
4	Lee Langhammer LW	4253 Park Blvd	lee.langhammer@yahoo.com
5	W. N. 4 Ave	4253 Park Blvd	W. N. 4 Ave 511 @ 1500.com
6	JONATHAN LAW	3055 LAGUNA ST	CA 94123
7	MARTHA MELENDEZ	22523 CENTER ST	Hayward, CA 94541
8	Jonas Law	4253 Park Blvd	Palo Alto, CA 94306 jlawm@msn.com
9	ALICIA FIEDZIUSZKO	4268 NEWBERRY CT	PALO ALTO, CA 94306
10	Zoe Peters	4240 Newberry Ct	Palo Alto, CA 94306
11	DAN PETERS	4242 Newberry Ct	Palo Alto, CA 94306
12	JOHN KLEIN	4264 Newberry Ct	Palo Alto, CA 94306
13	PHYLLIS KLEIN	4264 Newberry Ct	Palo Alto, CA 94306
14	SLAWOMIR FIEDZIUSZKO	4268 NEWBERRY CT	PALO ALTO, CA 94306
15	Michelle Paul Wright	4240 Darlington Ct	Palo Alto, CA 94306
16	John Klein	4206 Darlington Ct	Palo Alto, CA 94306
17	Angela Beekstone	4232 Darlington Ct	Palo Alto, CA 94306
18	Douglas Beekstone	4232 Darlington Ct	Palo Alto, CA 94306
19	Christopher Zeller	4222 Darlington Ct	Palo Alto, CA 94306
20	Yi Zhang	4216 Darlington Ct	Palo Alto, CA 94306

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#2 Elevated
#1 Separation
Noise
Aesthetics

#7 Public
Interest

#7 Comment
Period

H	Date	Signatures	Address
1	3/28	Ellen A. Miller	139A HAWTHORNE STREET, PALO ALTO 94301
2	3/28	Ruth B. Brown	541 BRISBANE AVE, PALO ALTO 94306
3	3/28	[Signature]	710 Mayfield Ave, San Francisco 94117
4	3/28	[Signature]	4250 El Camino Real, B217, Jds. Alt. 94306
5	3/28	[Signature]	One Maritime Plaza, Suite 1000, SF CA
6	3/28	Karellis	2766 [unclear] CA 9 Emerson St Palo Alto 94306
7	3/28	Donna Wilson	101 Murramore Ave, Palo Alto 94306
8	3/28	W.B. Wilson	101 Murramore Ave Palo Alto 94306
9	3/28	[Signature]	146 Andrew Dr
10	3/28	N. Lellor	1101 Woodside Rd., Redwood City CA 94061
11	3/28	Allyn Erickson	2703 South St Palo Alto 94306
12	3/28	M. Bell	1016 Florence Lane Menlo Park CA
13	3/28	[Signature]	660 Hamilton Ave Palo Alto CA 94301
14	3/28	[Signature]	628 Sta Barbara, Millbrae
15	3/28	John V. [unclear]	135 Harroway Menlo Park CA 94025
16	3/28	[Signature]	181 Heather Lane Palo Alto CA 94303
17	3/28	[Signature]	111 PRIMROSE WAY PA 94303
18	3/28	[Signature]	238 Moragan Ave. Mt. View CA 94043
19	3/28	Alexandra [unclear]	566 Galt Ave SF CA 94132
20	3/28	Cherry Bismar	820 Salmon Ave, Stanford CA 94305

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#2 Elevated
#1 Separation
Noise
Aesthetics

#7 Public
Interest

#7 Comment
Period

I	Date	Signatures	Address
1	3/28/09	David Kucall	4075 Park Blvd, PA CA 94301
2	3/28/09	John O'J	4063 Park Blvd, PA CA 94306
3	3/28/09	William	4051 Park Blvd PA 94306
4	3/28/09	Mark	3819 Park Blvd Palo Alto, CA 94306
5	3/28/09	John	306 Ventura Ave Palo Alto CA 94306
6	3/28/09	John	3861 Park Blvd Palo Alto CA 94306
7	3/28/09	John	210 Matadero Ave Palo Alto, CA 94306
8	3/28/09	John	210 Matadero Ave Palo Alto CA 94306
9	3/28/09	John	209 Matadero Ave 94306
10	3/28/09	John	204 Wilton Ave, 94306
11	3/28/09	John	205 Wilton Ave, 94306
12	3/28/09	John	205 Wilton Ave 94306
13	3/28/09	John	597 Ashton Ave, 94306
14	3/28/09	John	597 Ashton Ave 94306
15	3/28/09	John	590 Ashton Ave 94306
16	3/28/09	John	325 Channing Ave, 94301
17	3/28/09	John	325 Channing Ave 94301
18	3/28/09	John	585 Ashton St, Palo Alto, CA 94306
19	3/28/09	John	573 Ashton Palo Alto CA 94306
20	3/28/09	John	573 Ashton Ave, Palo Alto 94306

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#2 Elevated
#1 Separation
Noise
Aesthetics

#7 Public
Interest

#7 Comment
Period

K	Date	Signatures	Address
1	3/28	B. Schelmer	3017 Ramona Cir Palo Alto, CA 94306
2	3/28	K. Davis	2011 Park Blvd. Palo Alto 94306
3	3/28	[Signature]	4203 Park Blvd. P.A. 94306
4	3/28	[Signature]	" " " " "
5	3/28	[Signature]	555 McKinley Way Palo Alto, CA
6	3/28	[Signature]	2493 Laines Rd Palo Alto, Ca 94303
7	3/28	M. Hamrick	333 Tennessee Ln Palo Alto, CA 94303
8	3/28	Bruce Phillips	3157 Waverly PA 94306
9	3/28	John M. Foster	345 Sheridan #405 Palo Alto 94306
10	3/28	[Signature]	4072 Los Alamos Ave Palo Alto 94306
11	3/28	[Signature]	468 Sycamore Ave Menlo Park 94025
12	3/28	[Signature]	3860 Conna Way PA 94303
13	3/28	MARK S. [Signature]	853 Oregon Ave PA 94303
14	3/28	Joan Cooke	4058 Ben LOMOND 94306
15	3/28	[Signature]	558 Montalvo 94306
16	3/28	[Signature]	1238 MARTIN AVE 94301
17	3/28	[Signature]	3553 Emerson St Palo Alto, Ca 94301
18	3/28	[Signature]	2490 Agnes Way PA 94303
19	3/28	[Signature]	3000 Kenilworth Dr. 94303
20	3/28	[Signature]	2201 Las Alamos #34, SJ, CA, 95117

Petition

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#2 Elevated
#1 Separation
Aesthetics
Noise
#7 Public
Interest
#7 Comment
Period

Signatures

	Name	Address	Email (optional)
1	Johnny Fickert	726 E. Charleston Rd	
2	John Fickert	726 E. Charleston Rd	
3	Richard Fickert	714 E. Charleston Rd	rick.fickert@charlestonmeadows.org
4	Andrew A. Fickert	714 E. Charleston Rd	
5	Joe Kumer	705 Watson Ave	
6	Jane Ardley	350 Parkside, Palo Alto	
7	Gregory Fickert	818 E. Menlo Ave. P.A.	
8	Paula Fickert	1529 Carlton M.P.	
9	Paula Fickert	152 21st Pl. Palo Alto	
10	Leonard Fickert	505 Cypress Pt. (Mtn View)	
11	Madeline Fickert	455 E. Charleston Rd #334	
12	Richard K. Fickert	99 E. Middlefield Rd #35, Mtn View, 94043	
13	James Fickert	1671 Yuba St. Mtn View, CA 94040	
14	Elaine Dodd	2505 Webster St. PA, CA 94301	
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Not So Fast – High Speed Rail from San Francisco to San Jose | 2009

Petition

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p2 Elevated
b1 Separation
Asphalt
Noise
#7 Public
Interest
#7 Comment
Period

Signatures

	Name	Address	Email (optional)
1	ROBERTO L. GONZALEZ	33601 BARDON CIRCLE FREMONT, CA 94555	
2	Johnny Liu	350 TUCKER ST #404 SF 94110	
3	JEFF BARNECOT	33109 PINOCT. CITY, CA UNION	
4	PAUL K. KATZ	2737 PARK BLVD Berkeley CA	
5	Don Bustard	543 Cedar St Berkeley CA 94702	
6	BRENDA SHARP	1215 TALEVALE ST SF CA 94116	
7	MICHAEL NELSON	1680 SUNNYSIDE BLVD BAWNET 94002	
8	Philip H. Egan	4217 PARK BLVD PA 94306	
9	ARVIND BATRA	4201 PARK BLVD 94306	
10	Maria McDonald	4231 Park Blvd PA 94306	
11	Marshall M. Dondi	4231 Park Blvd 94306	
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Petition Version 2 - updated to reflect new deadline

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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

Comment
Period

	Date	Signatures	Address
1	3/28/09	[Signature]	4173 Park Blvd. PA 94306
2	3/30/09	[Signature]	4173 Park Blvd
3	3/29/09	[Signature]	155 Lowell Ave PA 94306
4	3/29/09	Rene Cristofalo	1635 Alma St. Palo Alto CA 94301
5	3/29/09	[Signature]	109 Calverly Ave, Palo Alto CA 94301
6	3/29/09	Kathy Akatiff	105 Kirkwood Ave Palo Alto CA
7	3/29/09	Ellen Pearson	2115 Alma Ave Palo Alto CA 94301
8	3/29/09	Sharon Richmond	3234 Madison Dr Palo Alto CA 94303
9	8/29/09	Monimoney [Signature]	724 Arastadero Road #206 Palo Alto CA 94303
10	8/29/09	[Signature]	3234 Madison Dr Palo Alto CA 94303
11	3/30/09	[Signature]	1570 Woodford Ave Palo Alto CA 94306
12	3-30	[Signature]	Woods Rd
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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interests

#8 Comment
Period

M	Date	Signatures	Address
1	28	Alex Chernoff	3201 Loma Verde Dr S.J.C.
2	28	David Allen	742 E. Meakin Dr Palo Alto CA 94303
3	28	Mike Perry	3553 Alma St. Palo Alto CA 94306
4	3/28	Mark Allen	1315 Hill Ave Menlo Park CA 94025
5	3/28	R Mc Coy	763 Greer Rd, Palo Alto CA 94303
6	3/28	Susan Elmer	3341 St Michael Ct Palo Alto CA 94306
7	3/28	Greg W. Graham	777 San Antonio Rd #20 Palo Alto 94306
8	3/28	Francis Dwyer	3903 Grove Ave Palo Alto 94303
9	3/28	Carolyn Schuchman	145 Walter Hays Dr PA 94303
10	3/28	Charlotte Kessinger	3394 South Coast PA 94306
11	3/28	Donna L. Smith	871 Richardson Tr. 94303
12	3/28	David M. Smith	3425 Kenneth Dr Palo Alto 94303
13	"	B. S. S. S.	130 ELY PL. Palo Alto 94306
14	3/28	ERIC JOHNSON	241 COLONADO BL. PALO ALTO 94301
15	3/28	W. H. H.	737 LOMA VERDE #12 PA 94303
16	3/28	Virginia D. Smith	3145 Flower Ln. PA 94306
17	3/28	John Smith	2124 Geneva St. San Juan
18	3/28	Tom Smith	2539 Webster St. Palo Alto CA 94301
19	3/30	Molly Chisholm	455 Grant Ave Palo Alto CA 94306
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Not so Fast: California High Speed Rail

3-13-09
EM B SHF L

Petition

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#2 Elevated
#1 Separation
Auditorium
Noise
#7 Public
Interest
#7 Comment
Period

Signatures

Name	Street Address	Email (opt)
KAREN MCNAY	1520 MARIPOSA	Rmcnay@pac.net
Kath Rittenhouse	1520 Mariposa Ave	bkritts@verizon.net
Cecilia Lancaster	1637 Mariposa Ave	Cecilia.lancaster@comcast.net
John Leslie		johnleslie@comcast.net
Arlene Leslie	1650 Mariposa Ave	arleneleslie@comcast.net
Robert McGinn	1560 Mariposa Ave	mcginn@stanford.edu
Craig Moyer	1515 Mariposa Ave	moyer@lycos.com
Joan E. Wilson	101 Miramonte Ave	joan1123@comcast.net
John Klinestiver	400 Miramonte Ave	JKKlinestiver@hotmail.com
BEIYAO ZHENG	120 Coleridge Ave	BEIYAOZHENG@gmail.com
Eileen Fagan	1651 Castilleja Ave	eileenfagan@yahoo.com
Darlene Harrell	1628 MARIPOSA AVE	harrellscat@sbcglobal.net
Beatrice Salaverry	1520 Portola	beatrice@salaverry.com
Andrea Casey	1550 Castilleja Ave	caseyas@yahoo.com

Petition

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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Comment
Period

Signatures

	Name	Address	Email (optional)
1	YING QIU (Jenny)	220(W) CHARLTON (RD)	JENNY QIU (CARROLL)
2	TING MIN WEN	220(W) CHARLTON (RD)	
3	Lisa Steinback	299 Creekside Dr	
4	BEATRICE SALAVEY	1510 FORTOLA PA 94306	For home @ packbell.net
5	TRAC ROSE/BAW	" " " "	" " " "
6	Ken Tami	1654 Mariposa Ave PA 94306	
7	Elizabeth L. Engelken	1620 Escobedo Ave 94306	
8	Teresa Strathorn	1475 Woodland Dr PA	
9	Jackie Neill	565 Washington Ave	
10	Wesley Bland	235 Wilton Ave PA	
11	Priscilla Furst	301 Rock Dr	
12	Joanne Lazar	1558 Mariposa Ave	
13	Juanita Friedlander	1661 Chestnut Ave	sbridger@pacbell.net
14	Jim Cheng	221 Edna Ave	mxcheng@gmail.com
15	William Aselt	1524 Madison Ave. Pa.	bill@firm-image.com
16	Charles H. D. Lewis	4131 Park Blvd PA	
17	Elizabeth Alvar	399 Drake St	
18	Kathleen	850 Escobedo St PA	

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Contact: cmad@charlestonmeadows.org Please return completed petitions to: 4118 Park Blvd, Palo Alto.

Petition Version 2 - updated to reflect new deadline

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#2 Elevated
#1 Segmentation
Aesthetics
Noise

#7 Public
Interest

#7 Comment
Period

J	Date	Signatures	Address
1	3-28	KATE MAONE	4163 PARK BLVD PA 94306
2	3-28	MARIE VIDA	4047 PARK BLVD PA 94306
3	3-28	[Signature]	4085 PARK BLVD PA 94306
4	3-28	Smith Puker	4031 Park Blvd PA 94306
5	3-28	David H. Young	4056 Park Blvd PA 94306
6	3-28	Larry Loh	4044 Park Blvd PA 94306
7	3-28	[Signature]	3932 Park Blvd PA 94306
8	3-28	Larry Loh	4163 Park Blvd PA 94306
9	3-28	Sage Glaser	200 Machine St PA 94306
10	3-28	POSTERMAN	3785 Park Blvd PA 94306
11	3-28	Mike Johnson	3614 Park Blvd PA 94306
12	3-28	Martha Blackman	3550 Park Blvd PA 94306
13	3-28	[Signature]	3525 Park Blvd PA 94306
14	3-28	[Signature]	3437 Park Blvd PA 94306
15	3-28	[Signature]	3437 Park Blvd PA 94306
16	3-28	[Signature]	3411 Park Blvd PA 94306
17	3-28	[Signature]	3396 Park Blvd PA 94306
18	3-28	[Signature]	3389 Park Blvd PA 94306
19	3-28	[Signature]	3363 Park Blvd PA 94306
20	3-28	Pasha Samsonov	3390 Park Blvd PA 94306

Not so Fast: California High Speed Rail

Petition

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#2 Elevated
#1 Separation
Acoustics
Noise

#7 Public
Interest

#7 Comment
Period

Signatures

Name	Street Address	Email (opt)
Karen Young	116 Melville, PA	kyoung@aprr.com
Hu Peng	1520 Portola Ave, PA	hdp@pacbell.net
Qing Wang	92 Church Ave, PA	wangqing6@yahoo.com
Xiaoping Ma	1629 Mariposa Ave	
Eva Xu	117 Kellogg Ave, PA	Eva.Xu@BaywaterAsset.com
Thut Sal	1503 Escobito	
Bob (Charles Palcowski)	2011 Park Blvd, PA	
Karen Holmer	300 Miramonte, PA	
Paula Chatas	251 Miramonte PA	
George Cucufy	251 Miramonte PA	
Sarah Carpenter	2011 Park Blvd	
Zhen Shao	1588 Castilleja Ave	Zshao100@yahoo.com
Maria Pico	1665 Escobito Ave	

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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Grant
Period

Signatures

	Name	Address	Email (optional)
1	<i>[Signature]</i>	350 Casanovi M. Stanford	
2	Nancy Christensen	958 Van Allen Ave. Palo Alto	
3	<i>[Signature]</i>	277 Apricot Lane Hayden	
4	<i>[Signature]</i>	1342 42 Ave San Francisco	
5	Shirley Allen	27 Bishop Lane Palo Alto	
6	Mekyung Jo	35 28th Ave San Mateo	broadwise@yahoo.com
7	Lan Luan	716 Sierra Vista Ave. MTC, VAPO	
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Not so Fast: California High Speed Rail

Petition

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#2 Elevated
#1 Separation
Aesthetics
Noise
#7 Right
Interest
#7 Comment
Penal

Signatures

Name	Street Address	Email (opt)
Ling Lam	1749 Alvar Street	llam@APR.com
Wes Targ	3767 Redwood Cr	
Mia Salaverry	1591 Mariposa	mia.salaverry@gmail.com
Cindy Blumberg	1591 Mariposa	cindyblumberg@hotmail.com
Denise McBrat	101 Mac Lane	denzen@unimich.edu
Cynthia Swenson	1563 Mariposa Ave.	CSWenson@stanfordalumni.org
Thomas DeLong	1563 Mariposa Ave	tdarezzo@yahoo.com
Jim McFall	1530 Escalante Ave	

Petition

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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Connet
Road

Signatures

	Name	Address	Email (optional)
1	Christine Schlenker	135 Seale Ave	christine.schlenker@comcast.net
2	STEVEN SCHLENKER	135 SEALE AVE	STEVE.SCHLENKER@DN.CAPITAL.COM
3	JOHN LUNESTIVER	400 MIRAMONTE DR	JGLUNESTIVER@HOTMAIL.COM
4	MARK STEPHENSON	127 RINCONADA AVE	MARKSTEPHENSON@GMAIL.COM
5	Lara Stephenson	127 Rinconada Ave	larastephenson@aatt.net
6	Ellen Hartog	330 Victoria Pl	ELH109@comcast.net
7	Hinda G Sack	4104 Park Blvd	HindaS@comcast.com
8	DAVID RICHMAN	118 Churchill Ave PA	DMR@DOMITYRE.COM
9	Elle Glowman	992 Comaride Ave PA	egm.s@2.net.com
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Not So Fast - High Speed Rail from San Francisco to San Jose

2009

Petition

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#2 Elevated
#1 Separation
Acoustic
Noise

#7 Public
Interest

#7 Comment
Period

Signatures

	Name	Address	PA 94306	Email (optional)
1	Mark Talbot	229 Edgewood Ave		TALBOTTSQUASH@GMAIL.COM
2	Michelle Djokic	229 Edgewood Ave		MICHELLE.DJOKIC@GMAIL.COM
3			PA 94306	
4				
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Petition Version 2 - updated to reflect new deadline

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#2 Elevated
#1 Separation
Noise
Aesthetics

#7 Public
Interest

#7 Cannot
Respond

	Date	Signatures	Address
1	5/24	[Signature]	1818 Bryant Street, Palo Alto
2	3/29	[Signature]	2366
3	3/29/09	Caldwell Khan	2183 Bryant St PA.
4	3/29/09	Jim Kyrle	2376 Bryant St PA
5	3/29/09	Margaret Ely	2320 Bryant St. PA.
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Not So Fast - High Speed Rail from San Francisco to San Jose | 2009

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#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Comment
Period

Signatures

	Name	Address	Email (optional)
1	[Signature]	8112 Alta St, Apt #2, Los Altos, CA 94024	(Shirley Hernandez)
2	[Signature]	8112 Alta St, Apt #2, Los Altos, CA 94024	
3	Bindu Smith	4810 Norwood Circle, San Jose, CA 95128	
4	[Signature]	3695 Country Club Rd, San Jose, CA 95128	(Bruce Wellings)
5	[Signature]	1704 Miramonte Ave #7, Milpitas, CA 95035	
6	[Signature]	12235 Toluca Dr., San Ramon, CA 94583	
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We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build".
- iii. We request that the extremely short April 6 deadline be extended for at least an additional 60 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority.

#2 Elevated
#1 Separation
Aesthetics
Noise

#7 Public
Interest

#7 Comment
Period

	Date	Signatures	Address
1	3/20/09	Uwe Koster	POB 60211 Palo Alto CA 94306
2	3/20/09	Margaret Valdez	160 Heather Palo Alto CA 94303
3	3/20/09	Charles A. Fry	2005 Park Blvd Palo Alto CA 94306
4	3/23/09	[Signature]	685 Woodland Ave Menlo Park CA 94025
5	3/23/09	Carl [Signature]	1455 Hudson St Palo Alto CA 94301
6	3/23/09	G. S. [Signature]	1275 Cuba St. PA CA 94301
7	3/24/09	A. Viwesek	22870 South Ct. Palo Alto CA 94301
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Petition

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build".
- iii. We request that the extremely short March 6 deadline be extended for at least an additional 90 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority.

#2 Elevated
#1 Separation
Acoustic
Noise

#7 Public
Interest

#7 Comment
Period

Signatures

	Name	Address	Email (optional)
1	Tina Zhang	240 Edler Ave, PA 94306	
2	Carmen Garcia	4065 3rd St PK 94306	
3	Sean McDaniel	4060 Wilbur PA 94306	seanmcd@sbcglobal.net
4	Edith Parrish	3611 Wilbur PA 94306	
5	Paul VAUGHN	240 Wilbur PA 94306	
6	Kerensa Santiago	259 Wilbur PA 94306	
7	Mary Vaughn	240 Wilbur PA 94306	
8	K.W. Glass	4079 PARK BLVD PA 94306	
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CITIZENS COMMITTEE TO COMPLETE THE REFUGE

453 Tennessee Lane, Palo Alto CA 94306

Tel 650 493-5540

Fax 494-7640

email: florence@refuge.org

ENDORSERS

Acterra
Baylands Conservation Committee
California Hawking Club, Inc.
California Waterfowl Association
California Wildlife Federation
Citizens for Alameda's Last Marshlands
Citizens for Open Space in Alvarado
Friends of Foster City
Save our South Bay Wetlands
Save Wetlands in Mayhews
Whistling Winds/Pintail Duck Clubs
Committee for Green Foothills
Committee for a Better Environment
Defenders of Wildlife
East Bay Green Alliance
Federation of Fly Fishers
Friends of Charleston Slough
Friends of Redwood City
Golden Gate Audubon Society
Green Belt Alliance
League of Women Voters of the Eden Area
League of Women Voters of the Fremont Area
League of Women Voters of Palo Alto
League of Women Voters of South San Mateo County
Mission Creek Conservancy
Loma Prieta Chapter, Sierra Club
Madrone Audubon Society
Marin Audubon Society
Mission Creek Conservancy
Mono Lake Committee
Mount Diablo Audubon Society
Napa-Solano Audubon Society
Native Plant Society, Santa Clara Valley Chapter
Ohlone Audubon Society
Planning and Conservation League
San Francisco Chapter, Sierra Club
Santa Clara Valley Audubon Society
Save San Francisco Bay Association
Sequoia Audubon Society
Sportsmen for Equal Access
Trout Unlimited
United Anglers of California
Urban Creeks Council

California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: HSR San Jose to San Francisco

Dear Authority Members:

In 2007 we objected to routing the HSR through the Pacheco Pass Grasslands because that area contains a wealth of unique habitats and avian resources that will be negatively impacted. Despite testimony by scientists from the California Department of Fish and Game, and from the United States Fish and Wildlife Service, the Grasslands route was chosen.

Your failure to choose the less damaging route, reinforces our desire now to see special species protected on the San Jose to San Francisco segment of HSR. Two federally listed endangered species, the San Francisco garter snake and the red-legged frog inhabit grasslands along the Caltrain tracks. Biological information on them must be included in your continuing studies of the route.

San Francisco Bay is one of the most prominent features on the Pacific Flyway. Elevated tracks and electrified wires are a hazard to navigating migratory birds, and the planned 60-foot high overhead electric wires will inadvertently supply perching sites for birds of prey.

The predicted impacts on the local human population are horrendous, but other creatures need to be protected as well. We are looking forward to complete biological assessments regarding impacts of the HSR on all noteworthy (i.e., listed and rare) species of the area.

Thank you for considering our comments.

Sincerely,

Florence M. LaRiviere
Florence M. LaRiviere
Chair

cc: Palo Alto City Council
Caltrain

April 1, 2009

RECEIVED

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BIO

PRINTED ON RECYCLED PAPER

A 501(c)(3) Nonprofit Public Benefit Corporation

0-SC-7

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:07 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: HSR Scoping Letter Greenmeadow April 6, 2009.doc

From: ealexis@gmail.com [mailto:ealexis@gmail.com] **On Behalf Of** Elizabeth Alexis
Sent: Monday, April 06, 2009 4:50 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Please see attached scoping comments from the Greenmeadow Community Association. A copy is also being sent via fax.

#11
intro

Elizabeth Goldstein Alexis, CFP
Alexis and Palmer Financial Advisors LLC
ph (650) 384-0930
www.alexis-palmer.com

April 6, 2009

Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Greenmeadow Community Association's Scoping Comments for the California High Speed Rail Authority's San Francisco To San Jose High Speed Train Environmental Impact Report/Environmental Impact Statement

Dear Mr. Leavitt,

Thank you for the opportunity to comment on the California High Speed Rail Authority's (CAHSRA) San Francisco to San Jose High Speed Train (HST) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) process.

The proposed HST would be located along the Caltrain right-of-way in Palo Alto, directly across from the Greenmeadow neighborhood.

Greenmeadow

Greenmeadow is located on the east side of Alma, between San Antonio Road and Charleston Road. Greenmeadow, an Eichler neighborhood considered an excellent example of Modernist architecture, was placed on the National Register of Historic Places in 2005. A single story overlay is in effect for the neighborhood.

Impacts

Whereas the Greenmeadow community is designed as a single story neighborhood of single-family and multi-family homes with glass walls designed to connect exterior and interior environments, the EIR/EIS should study what the potential visual, noise, and vibration effects of all possible HST rail elevation options might be and how each option may change the exterior natural environment that the Eichler architectural design deliberately intended to connect to the homes' interiors.

The homes were designed with walls of plate-glass windows. The EIR/EIS should study what potential impacts on these there would be on the homes in closest proximity to the rail tracks and examine potential mitigation strategies.

The heart of the neighborhood is a Thomas Church-designed park, at the end of Greenmeadow Way. We would request that potential visual, noise, and vibration effects are studied. There is a preschool present in the community center located in the park.

#11
intro

#3 historic
resources

#1 aesthetics
#1 noise
#1 vibration

#1 construction
operational
impacts

#1 aesthetics
#1 noise
#1 vibration
#1 public
services

Our neighborhood is in strong support of neighborhood retail centers. The EIR/EIS should study the impact on the viability of the planned Alma Plaza shopping center for all configurations.

#6 local business

A large housing project has been approved on the border of Palo Alto and Mountain View to replace a Hewlett-Packard office building. As part of that project, there were certain ingress and egress provisions made for Greenmeadow residents. The EIR/EIS should study the impact this project may have on traffic circulation. Additionally, we would ask to be notified of any temporary or permanent changes proposed in the case that the San Antonio Road overpass will be impacted by this project.

#1 traffic & circulation

In addition, a pedestrian undercrossing of Alma was a condition of project approval. Any impact of this project on that undercrossing should be studied.

#1 traffic & circulation

The location of Gunn High School requires neighborhood children to cross the railroad tracks to get to school. Palo Alto Unified School District does not provide school buses and many students use bicycles or take public transportation. The potential impact on Safe Routes to Schools should be studied for all alternatives, both during construction and after.

#1 public services

The closing of Charleston and/or East Meadow, even on a temporary basis, would require mitigation measures to ensure safe transport to school.

#1 traffic & circulation
#1 public services

Greenmeadow is a stakeholder in the Charleston/Arasterdero project, an effort to calm traffic and improve pedestrian and bicycle safety.

#1 traffic & circulation

The project assumes no significant increase in auto commuter volumes so closing either Charleston Road or East Meadow Road permanently would be extremely detrimental to the goals of the project and should not be considered.

Any configuration of HSR that would not completely grade separate the Caltrain corridor from vehicular traffic and would significantly impact the ability to later separate the Caltrain corridor should be avoided.

#2 grade separation

San Antonio is the closest Caltrain station to Greenmeadow. Please study an impact that the project would have on service levels to the station.

#1 traffic & circulation

Scoping comments general

We would concur with the City of Palo Alto's scoping comments. In particular, the EIR/EIS should:

1. Address the impacts of the widened right-of-way, grade separations, and construction scenarios on existing trees and other vegetation. Evaluate the visual impacts from construction of sound walls, berms or fencing. Provide feasible mitigation to minimize the visual impacts, including extensive landscaping to screen the facilities or fencing as much as possible.

#1 aesthetics
#1 biological resources

2. Analyze and identify mitigation to offset the impacts of loss (removal or trimming) of any protected trees and vegetation screening along the Caltrain right-of-way consistent with the City's Tree Technical Manual Tree Value Replacement Standard.

Biological Resources

3. Analyze the appearance of any overhead electric power supply for the trains, including wires, supporting poles, mast arms, and insulations.

Aesthetics
Utilities

4. Evaluate construction activity impacts from construction dust and construction equipment emissions for the various corridor options including at-grade, elevated or depressed including open trench and tunneling.

Air Construction

5. Evaluate air quality impacts resulting from the increase in trains along the corridor as well as any increase in pollutants resulting from the high speed of the trains. The potential for increased air quality impacts from elevated tracks should also be analyzed.

Air Operational

Additionally, we would request that the noise, air quality and vibration impacts be measured not simply on the basis of the change at a single point in time, but the cumulative change over different periods of the day, inclusive of all forecast rail travel in 2030 (freight, Caltrain, HSR).

Noise
Vibration
Air

We would also request that the "no project" scenario incorporate the use of "Quiet Zones" as these are a relatively inexpensive way to reduce noise and are currently in use through the United States and under study on the Peninsula.

Noise
Alternatives

Greenmeadow appreciates the opportunity to provide these scoping comments for the EIR/EIS for the San Francisco to San Jose HST Project.

Conclusion

Sincerely,

Elizabeth Alexis
Civic Affairs Committee, Greenmeadow Community Association

Contact
Elizabeth Alexis
elizabeth@alexis-palmer.com
Phone (650) 996-8018
349 Diablo Court Palo Alto, CA 94306

Greenmeadow Community Association
info@greenmeadow.org
Phone (650) 494-3157
303 Parkside Drive, Palo Alto, CA 94306

Also via email

April 6, 2009

Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Greenmeadow Community Association's Scoping Comments for the California High Speed Rail Authority's San Francisco To San Jose High Speed Train Environmental Impact Report/Environmental Impact Statement

Dear Mr. Leavitt,

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The homes were designed with walls of plate-glass windows. The EIR/EIS should study what potential impacts on these there would be on the homes in closest proximity to the rail tracks and examine potential mitigation strategies.

The heart of the neighborhood is a Thomas Church-designed park, at the end of Greenmeadow Way. We would request that potential visual, noise, and vibration effects are studied. There is a preschool located in the community center located in the park.

#4

#1 cultural historic

#1 cultural historic noise visual

Our neighborhood is in strong support of neighborhood retail centers. The EIR/EIS should study the impact on the viability of the planned Alma Plaza shopping center for all configurations.

#1
Land
use

A large housing project has been approved on the border of Palo Alto and Mountain View to replace a Hewlett-Packard office building. As part of that project, there were certain ingress and egress provisions made for Greenmeadow residents. The EIR/EIS should study the impact this project may have on traffic circulation. Additionally, we would ask to be notified of any temporary or permanent changes proposed in the case that the San Antonio Road overpass will be impacted by this project.

#1
traffic

In addition, a pedestrian undercrossing of Alma was a condition of project approval. Any impact of this project on that undercrossing should be studied.

#1 traffic

The location of Gunn High School requires neighborhood children to cross the railroad tracks to get to school. Palo Alto Unified School District does not provide school buses and many students use bicycles or take public transportation. The potential impact on Safe Routes to Schools should be studied for all alternatives, both during construction and after.

#1 safety
#1 Public
services
schools

The closing of Charleston and/or East Meadow, even on a temporary basis, would require mitigation measures to ensure safe transport to school.

#1 safety
#1 traffic

Greenmeadow is a stakeholder in the Charleston/Arastadero project, an effort to calm traffic and improve pedestrian and bicycle safety.

The project assumes no significant increase in auto commuter volumes so closing either Charleston Road or East Meadow Road permanently would be extremely detrimental to the goals of the project and should not be considered.

Any configuration of HSR that would not completely grade separate the Caltrain corridor from vehicular traffic and would significantly impact the ability to later separate the Caltrain corridor should be avoided.

#2 grade
separation
#1 traffic

San Antonio is the closest Caltrain station to Greenmeadow. Please study an impact that the project would have on service levels to the station.

#2 station
operation

Scoping comments general

We would concur with the City of Palo Alto's scoping comments. In particular, the EIR/EIS should:

1. Address the impacts of the widened right-of-way, grade separations, and construction scenarios on existing trees and other vegetation. Evaluate the visual impacts from construction of sound walls, berms or fencing. Provide feasible mitigation to minimize the visual impacts, including extensive landscaping to screen the facilities or fencing as much as possible.

#1 B10
#1 V10
#1 V10

2. Analyze and identify mitigation to offset the impacts of loss (removal or trimming) of any protected trees and vegetation screening along the Caltrain right-of-way consistent with the City's Tree Technical Manual Tree Value Replacement Standard.
3. Analyze the appearance of any overhead electric power supply for the trains, including wires, supporting poles, mast arms, and insulations.
4. Evaluate construction activity impacts from construction dust and construction equipment emissions for the various corridor options including at-grade, elevated or depressed including open trench and tunneling.
5. Evaluate air quality impacts resulting from the increase in trains along the corridor as well as any increase in pollutants resulting from the high speed of the trains. The potential for increased air quality impacts from elevated tracks should also be analyzed.

#1
B10

#1 AESTHETICS

#1 construction impact

#1 air quality

Additionally, we would request that the noise, air quality and vibration impacts be measured not simply on the basis of the change at a single point in time, but the cumulative change over different periods of the day, inclusive of all forecast rail travel in 2030 (freight, Caltrain, HSR).

#1 cumulative

We would also request that the "no project" scenario incorporate the use of "Quiet Zones" as these are a relatively inexpensive way to reduce noise and are currently in use through the United States and under study on the Peninsula.

#1 alternative

Greenmeadow appreciates the opportunity to provide these scoping comments for the EIR/EIS for the San Francisco to San Jose HST Project.

Sincerely,

Elizabeth Alexis

Civil Affairs Committee, Greenmeadow Community Association

Contact

Elizabeth Alexis

elizabeth@alexis-palmer.com

Phone: (650) 996-8018

349 Diablo Court Palo Alto, CA 94306

Greenmeadow Community Association

info@greenmeadow.org

Phone (650) 494-3157

303 Parkside Drive, Palo Alto, CA 94306

Kris Livingston

From: Penny Ellson [pellson@pacbell.net]
Sent: Thursday, April 02, 2009 12:45 PM
To: HSR Comments
Cc: 'Dan Dykweil'; RSwent@pacbell.net; 'Lynn Drake'; 'Robert Golton'; 'Kevin Skelly'
Subject: San Francisco to San Jose HST
Attachments: HSR Scoping.doc

Comments from Palo Alto Council of PTAs Executive Board and Traffic Safety Committee re: San Francisco to San Jose HST are ATTACHED. Please confirm receipt via email "reply".

Thank you.

Penny Ellson, Chair
Palo Alto Council of PTAs Traffic Safety Committee

11

Palo Alto Council of PTAs



25 Churchill Ave
Palo Alto CA, 94306
650-326-0702

#1 Public Services - Schools

April 2, 2009

TO: Dan Leavitt, Deputy Director California High Speed Rail Authority
FROM: Palo Alto Council of PTAs Traffic Safety Committee
SUBJECT: Scoping Comments on the California High Speed Rail Authority's
San Francisco to San Jose High Speed Train (HST) Environmental
Impact Report/Environmental Impact Statement (EIR/EIS)

Introduction: City of Palo Alto Safe Routes to School Policy Context

Palo Alto Unified School District (PAUSD) campuses were designed as neighborhood schools and so have limited facilities to accommodate automobiles. Also, free school busing is not provided in Palo Alto. Therefore, it is absolutely essential to maintain safe pedestrian/bicycle connections to every campus in the school district because school sites and most surrounding public streets cannot support a significant increase in auto commuter volumes.

In 2006, 44% of surveyed PAUSD elementary school children reported that they walked or biked to school. An additional 10% ride a bus or carpool. Similar surveys have not been done at secondary schools, but recent bike counts at secondary schools for October 2008 are:

- Gunn High School, 600 bikes, representing 31% of students
- Palo Alto High School, 520 bikes, representing 30% of students
- Terman Middle School, 210 bikes, representing 32% of students
- Jane Lathrop Stanford Middle School, 351 bikes, representing 38% of students
- Jordan Middle School, 495 bikes, representing 53% of students

Many more students walk and ride public transit to PAUSD middle schools and high schools. These numbers are substantial when one considers 11,345 students and 1,600 faculty and staff travel to PAUSD schools each day, each of them potentially generating

#1 PS
schools

#1
traffic

#11
#1 public
services
schools

O-SC-10

morning and afternoon daily car trips if other transportation modes are not convenient and safe. (Data received 3/20/09 from PAUSD Attendance Dept. and on 3/24/09 from PAUSD Human Resources Dept.)

#1 traffic

Safe routes to school are such a high priority in planning for land use and transportation that the Palo Alto Comprehensive Plan specifically organizes residential land use around walkable, bikeable centers, including schools (Goals L-3, L-8 and L-6 and Policy T-28 address this and Policy T-40 states: "Continue to prioritize the safety and comfort of school children in street modification projects that affect school routes"). Goal T-3 specifically cites the need to overcome "physical barriers like the Caltrain tracks and freeways" in development of the city's bicycle system.

#1 land use

Policy T-14: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-modal transit stations.

#1 Traffic

Program T-19: Develop, periodically update, and implement a bicycle facilities improvement program and a pedestrian facilities improvement program that identify and prioritize critical pedestrian and bicycle links to parks, schools, retail centers, and civic facilities.

#1 Traffic

Further, as an outgrowth of these policies and goals, in 2003 the City of Palo Alto designated a School Commute Corridors Network, a subset of Palo Alto's street system for special consideration in infrastructure improvement and travel safety enhancement. (See link to Adopted School Commute Corridors Network Map <http://www.cityofpaloalto.org/civica/filebank/blobdload.asp?BlobID=3921>) This network "comprises a comprehensive and continuous system of travel routes linking residential neighborhoods to public school sites in Palo Alto." The adoption of the School Commute Corridors Network included a statement of policy by the City of Palo Alto that "principal school commute routes be given priority for public investment purposes and be accorded enhanced review as regards proposals for new commercial driveways and other street changes."

#1 traffic

#1 P.S. Schools

PAUSD school sites are heavily used, not only for educational purposes, but also as community and recreation centers during afternoons, evenings and weekend hours.

This background is given to establish that by necessity a very high policy priority is placed on providing safe school commute routes for PAUSD students using alternative modes (especially bicycling and walking). This priority is consistent with State and Federal Safe Routes to School priorities.

#1 can't use

Potential Impacts of HST on Palo Alto Safe Routes to School

The Palo Alto Council of PTAs Traffic Safety Committee respectfully requests that the following issues and subjects be studied in the project level EIR/EIS for the California High Speed Train Project from San Francisco to San Jose.

#11

We concur with City of Palo Alto's (CPA) requests that the EIR/EIS:

1). Provide a complete analysis of all linear rail corridor elevation options including at-grade, elevated, or depressed including open trench and tunneling. All options, particularly the tunneling option, should be evaluated to the same level of detail as the elevated track proposal to provide adequate information to the public of the environmental, economic, visual, and operational impacts or benefits of each alternative."

2). Evaluate an alternative that would end HST at San Jose and rely on upgraded electrified and grade-separated Caltrain connections to/from San Francisco, including facilitating improved Caltrain access and speeds and including possible reduction in the number of tracks required in the Caltrain corridor.

3). Evaluate alternatives that would eliminate or substantially minimize the need to acquire additional right-of-way. The railroad right-of-way abuts single family residences, Palo Alto High School, a shopping center, businesses and city parks, which form the fabric of the community. Any and all alternatives that would not involve acquisition of right-of-way should be fully evaluated in the EIR/EIS.

4). Evaluate alternatives that would reduce the number of required tracks in the right-of-way to less than four tracks. The evaluation should also include how many shoofly tracks would need to be built during construction and their impacts on right-of-way requirements for the project.

5). Include an alternative that does not retain freight service on the Caltrain right-of-way between San Jose and San Francisco and the requisite freight service design requirements to accommodate diesel-powered freight trains that could preclude other HST alternatives that would be most appropriate and environmentally sensitive for the Peninsula.

The committee requests that the EIR/EIS study the potential effects of various linear rail corridor elevation options on school routes and PAUSD facilities, including possible displacement of the bike path that runs through the Caltrain ROW on the east border of the Palo Alto High School campus parallel to campus classroom buildings and connects to the Town & Country ROW.

We also request that the study give special attention to provision of safe, grade-separated pedestrian/bicycle crossings at all of the intersections identified in the City of Palo Alto School Commute Corridors Network, including:

- Homer
- Embarcadero
- Churchill
- California
- East Meadow
- Charleston

These crossings are designated school commute route intersections with the proposed future HST tracks, providing east/west bicycle/pedestrian access to PAUSD school sites and other destinations throughout the day.

#2 tunnel above grade @ grade visually operation env imp
#1 Alternatives
#1 transparent

#6 acquisition of ROW

#2 number of tracks

#2 Freight services

#1 traffic
#2 Elevated track

#1 traffic
#2 grade separated

#1 ALT
#2 grade sep
#206 tracks
#4 electrification

We expect that grade-separated crossings will be provided at all of these intersections, that these intersections will accommodate bicyclists and pedestrians according to the best practices and will conform to all appropriate state and local guidelines. Any change to these intersections should be carefully studied, giving particular attention to the effects that such change or traffic diversion might have on the safety, convenience, and comfort of designated school commute routes for PAUSD students.

Long-term costs of transportation mode shift related to any changes to the school commute corridors network should also be studied.

Construction Impacts

We request that the EIR/EIS study the impacts of any changes to designated school commute routes that may occur during construction. Particularly, it is important to know what effect road closures, planned detours or other diversion of pedestrian, bicycle and auto traffic may have on school commute routes. Transportation mode shift caused by such changes during construction may need to be mitigated to the extent that they may generate auto traffic in excess of what PAUSD campus facilities (driveways and parking lots) and surrounding public streets can accommodate. Provision of temporary school busing might be considered as a mitigation.

We thank you for giving our comments your thoughtful attention.

Sincerely,

Dan Dykwel, President, Palo Alto Council of PTAs Executive Board

Penny Ellison, Chair and Elementary Schools Representative, Palo Alto Council of PTAs Traffic Safety Committee

Lynn Drake, Middle Schools Representative, Palo Alto Council of PTAs Traffic Safety Committee

Richard Swent, High Schools Representative, Palo Alto Council of PTAs Traffic Safety Committee

#1 traffic

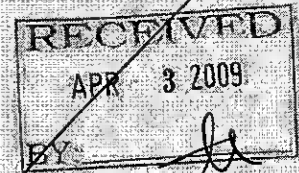
#1 P.S. Schools
Cost

#1 Construction
Impacts
#1 Traffic

Palo Alto Council of PTAs



25 Churchill Ave
Palo Alto CA, 94306
650-326-0702



April 2, 2009

TO: Dan Leavitt, Deputy Director California High Speed Rail Authority
FROM: Palo Alto Council of PTAs
SUBJECT: **Scoping Comments on the California High Speed Rail Authority's San Francisco to San Jose High Speed Train (HST) Environmental Impact Report/Environmental Impact Statement (EIR/EIS)**

Introduction: City of Palo Alto Safe Routes to School Policy Context

Palo Alto Unified School District (PAUSD) campuses were designed as neighborhood schools and so have limited facilities to accommodate automobiles. Also, free school busing is not provided in Palo Alto. Therefore, it is absolutely essential to maintain safe pedestrian/bicycle connections to every campus in the school district because school sites and most surrounding public streets cannot support a significant increase in auto commuter volumes.

In 2006, 44% of surveyed PAUSD elementary school children reported that they walked or biked to school. An additional 10% ride a bus or carpool. Similar surveys have not been done at secondary schools, but recent bike counts at secondary schools for October 2008 are:

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Many more students walk and ride public transit to PAUSD middle schools and high schools. These numbers are substantial when one considers 11,345 students and 1,600 faculty and staff travel to PAUSD schools each day, each of them potentially generating

0-SC-11

morning and afternoon daily car trips if other transportation modes are not convenient and safe. (Data received 3/20/09 from PAUSD Attendance Dept. and on 3/24/09 from PAUSD Human Resources Dept.)

Safe routes to school are such a high priority in planning for land use and transportation that the Palo Alto Comprehensive Plan specifically organizes residential land use around walkable, bikeable centers, including schools (Goals L-3, L-8 and L-6 and Policy T-23 address this and Policy T-40 states: "Continue to prioritize the safety and comfort of school children in street modification projects that affect school routes"). Goal T-3 specifically cites the need to overcome "physical barriers like the Caltrain tracks and freeways" in development of the city's bicycle system.

Policy T-14: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-modal transit stations.

Program T-19: Develop, periodically update, and implement a bicycle facilities improvement program and a pedestrian facilities improvement program that identify and prioritize critical pedestrian and bicycle links to parks, schools, retail centers, and civic facilities.

Further, as an outgrowth of these policies and goals, in 2003 the City of Palo Alto designated a School Commute Corridors Network, a subset of Palo Alto's street system for special consideration in infrastructure improvement and travel safety enhancement. (See link to Adopted School Commute Corridors Network Map <http://www.cityofpaloalto.org/civica/filebank/blobdownload.asp?BlobID=3921>) This network "comprises a comprehensive and continuous system of travel routes linking residential neighborhoods to public school sites in Palo Alto." The adoption of the School Commute Corridors Network included a statement of policy by the City of Palo Alto that "principal school commute routes be given priority for public investment purposes and be accorded enhanced review as regards proposals for new commercial driveways and other street changes."

PAUSD school sites are heavily used, not only for educational purposes, but also as community and recreation centers during afternoons, evenings and weekend hours.

This background is given to establish that by necessity a very high policy priority is placed on providing safe school commute routes for PAUSD students using alternative modes (especially bicycling and walking). This priority is consistent with State and Federal Safe Routes to School priorities.

Potential Impacts of HST on Palo Alto Safe Routes to School

The Palo Alto Council of PTAs Traffic Safety Committee respectfully requests that the following issues and subjects be studied in the project level EIR/EIS for the California High Speed Train Project from San Francisco to San Jose.

We concur with City of Palo Alto's (CPA) requests that the EIR/EIS:

- 1). Provide a complete analysis of all linear rail corridor elevation options including at-grade, elevated, or depressed including open trench and tunneling. All options, particularly the tunneling option, should be evaluated to the same level of detail as the elevated track proposal to provide adequate information to the public of the environmental, economic, visual, and operational impacts or benefits of each alternative."
- 2). Evaluate an alternative that would end HST at San Jose and rely on upgraded electrified and grade-separated Caltrain connections to/from San Francisco, including facilitating improved Caltrain access and speeds and including possible reduction in the number of tracks required in the Caltrain corridor.
- 3). Evaluate alternatives that would eliminate or substantially minimize the need to acquire additional right-of-way. The railroad right-of-way abuts single family residences, Palo Alto High School, a shopping center, businesses and city parks, which form the fabric of the community. Any and all alternatives that would not involve acquisition of right-of-way should be fully evaluated in the EIR/EIS.
- 4). Evaluate alternatives that would reduce the number of required tracks in the right-of-way to less than four tracks. The evaluation should also include how many shoofly tracks would need to be built during construction and their impacts on right-of-way requirements for the project.
- 5). Include an alternative that does not retain freight service on the Caltrain right-of-way between San Jose and San Francisco and the requisite freight service design requirements to accommodate diesel-powered freight trains that could preclude other HST alternatives that would be most appropriate and environmentally sensitive for the Peninsula.

The committee requests that the EIR/EIS study the potential effects of various linear rail corridor elevation options on school routes and PAUSD facilities, including possible displacement of the bike path that runs through the Caltrain ROW on the east border of the Palo Alto High School campus parallel to campus classroom buildings and connects to the Town & Country ROW.

We also request that the study give special attention to provision of safe, grade-separated pedestrian/bicycle crossings at all of the intersections identified in the City of Palo Alto School Commute Corridors Network, including:

- Homer
- Embarcadero
- Churchill
- California
- East Meadow
- Charleston

These crossings are designated school commute route intersections with the proposed future HST tracks, providing east/west bicycle/pedestrian access to PAUSD school sites and other destinations throughout the day.

Duplicate

We expect that grade separated crossings will be provided at all of these intersections, that these intersections will accommodate bicyclists and pedestrians according to the best practices and will conform to all appropriate state and local guidelines. Any change to these intersections should be carefully studied, giving particular attention to the effects that such change or traffic diversion might have on the safety, convenience, and comfort of designated school commute routes for PAUSD students.

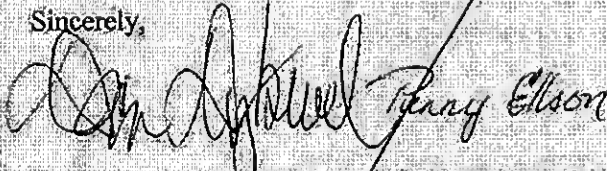
Long-term costs of transportation mode shift related to any changes to the school commute corridors network should also be studied.

Construction Impacts

We request that the EIR/EIS study the impacts of any changes to designated school commute routes that may occur during construction. Particularly, it is important to know what effect road closures, planned detours or other diversion of pedestrian, bicycle and auto traffic may have on school commute routes. Transportation mode shift caused by such changes during construction may need to be mitigated to the extent that they may generate auto traffic in excess of what PAUSD campus facilities (driveways and parking lots) and surrounding public streets can accommodate. Provision of temporary school busing might be considered as a mitigation.

We thank you for giving our comments your thoughtful attention.

Sincerely,



Dan Dykwel, President, Palo Alto Council of PTAs Executive Board

Penny Ellson, Chair and Elementary Schools Representative
Lynn Drake, Middle Schools Representative
Richard Swent, High Schools Representative
Traffic Safety Committee, Palo Alto Council of PTAs

Duplicate

Kris Livingston

From: Carole Hyde [chyde@stanford.edu]
Sent: Monday, April 06, 2009 10:59 AM
To: HSR Comments
Subject: Comments regarding Grade Separation in Menlo Park
Attachments: High Speed Rail.rtf

Dear Mr. Leavitt, please find attached a letter from the Palo Alto Humane Society regarding High Speed Rail construction issues at Oak Grove and Ravenswood in Menlo Park. Thank you.
Carole Hyde (Palo Alto Humane Society director)

} #11 intro

April 6, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: San Francisco to San Jose HST Project EIR/EIS
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

RE: Comments from Merrill Street business residents regarding grade separation at Oak Grove and Ravenswood in Menlo Park

Dear Mr. Leavitt:

The Palo Alto Humane Society program and administrative offices are housed at 520 Santa Cruz Avenue in the building sitting at 1125 Merrill Street, Menlo Park. We are concerned that full utilization of the current CalTrain right-of-way on Merrill Street at the Menlo train station would seriously diminish the ability of our clientele to access our office. In addition, we are concerned that the proposed reconfiguration of parking on Merrill Street with new diagonal parking on both sides of the street will greatly exacerbate parking problems and create further hindrance to access to our offices and services.

#1 Traffic & Circulation

Please include a one-lane one-way street to allow traffic to continue to get through Merrill Street and to maintain the parking spaces currently available to the Mid-Peninsula Animal Hospital at 1125 Merrill.

We are also concerned about animal entrapment in a below-grade trench and ask that you plan to mitigate and prevent that.

Last, we would be negligent in our advocacy for animals if we did not encourage a ridership policy on the new High Speed Rail to include companion animals traveling with their owners.

#3 ridership needs (animals)

I look forward to your consideration of and response to these concerns.

#11 conclusion

Carole Hyde
Executive Director

O-SC-12



duplicate

A Century of Compassion
Since 1908

April 6, 2009

PO Box 60715
Palo Alto, CA 94306
P 650.424.1901
F 650.462.0306
www.paloaltohumane.org

Mr. Dan Leavitt, Deputy Director
ATTN: San Francisco to San Jose HST Project EIR/EIS
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

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#9 business
#6 business
#1 traffic

Please include a one-lane one-way street to allow traffic to continue to get through Merrill Street and to maintain the parking spaces currently available to the Mid-Peninsula Anima Hospital at 1125 Merrill.

#1 traffic
#1 SAFETY

We are also concerned about animal entrapment in a below-grade trench and ask that you plan to mitigate and prevent that.

Last, we would be negligent in our advocacy for animals if we did not encourage a ridership policy on the new High Speed Rail to include companion animals traveling with their owners.

#3 animals on train policy

I look forward to your consideration of and response to these concerns.

Carole Hyde

Carole Hyde
Executive Director

0-SC-13

Kris Livingston

From: info@hsr.ca.gov
Sent: Monday, March 23, 2009 10:40 AM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact:

Contact Name: Arley Wolf
Company: Palo Alto Medical Center
Phone: 650-691-6406
Email: wolfa2@pamf.org
Website:

Comment:

Comments on SF to SJ EIR/EIS Palo Alto Medical Foundation, Clark Clinic located at 795 El Camino Real, Palo Alto is approximately 52 ft from the existing light rail tracks; future Women Service Clinic located at 49 Wells Ave will be constructed approximately 147 ft from existing tracks; and Main Clinic also located at 795 El Camino Real is approximately 184 ft from the existing tracks. Due to the proximity of PAMF buildings to the tracks, the high speed trains are likely to pose vibration, noise and electrical interferences detrimental to the care of our patient and the operation of our clinics. These medical clinics are considered "sensitive receptors" housing imaging equipment such as X-Ray, MRIs and CTs. Furthermore, excessive noise in procedure and exam rooms is non conducive to reliable communication between patient, staff and physicians, and therefore is detrimental to quality patient care. Please examine and mitigate the impacts of vibration, noise and electrical interference to PAMF's clinical equipment and operations.

#11 Intro

#1 Noise,
vibration,
hazards

0-SC-14

Kris Livingston

From: Wolf, Arley [WolfA2@pamf.org]
Sent: Monday, March 23, 2009 10:40 AM
To: HSR Comments
Subject: Comments on SF to SJ EIR/EIS

Palo Alto Medical Foundation, Clark Clinic located at 795 El Camino Real, Palo Alto is approximately 52 ft from the existing light rail tracks; future Women Service Clinic located at 49 Wells Ave will be constructed approximately 147 ft from existing tracks; and Main Clinic also located at 795 El Camino Real is approximately 184 ft from the existing tracks.

#11 Intro

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#1 Noise
Vibration
hazards

Please examine and mitigate the impacts of vibration, noise and electrical interference to PAMF's clinical equipment and operations.

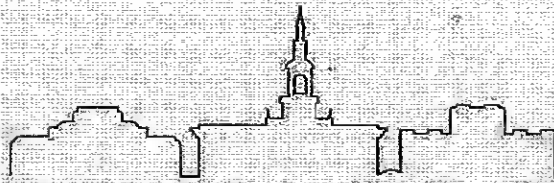
Kris Livingston

From: brian grayson [brian@preservation.org]
Sent: Friday, April 03, 2009 9:43 AM
To: HSR Comments
Subject: San Francisco to San Jose HST
Attachments: High Speed Rail Comments SF to SJ.pdf; ATT2561517.htm

Attached, please find comments from the Preservation Action Council of San Jose.

] #11 Info

Thank you.



PRESERVATION ACTION COUNCIL OF SAN JOSE

Dedicated to Preserving San Jose's Architectural Heritage

April 1, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: San Francisco to San Jose
High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

Preservation Action Council of San Jose (PAC-SJ) is dedicated to preserving San José's architectural heritage through education, advocacy, and events. We aim to integrate a strong commitment to historic preservation into the land use and development decisions of the City of San José that affect historic resources, as well as into the private decisions of property owners and developers. We try to bring owners and developers together to create historically sensitive projects that make economic sense.

PAC-SJ appreciates the opportunity to comment and ask the following questions for the San Francisco to San Jose EIR.

Diridon Station and Station Area

The project level EIR identified the Diridon Station as a Historic Landmark. Other city landmarks and historic properties within the nexus of the project were not identified.

1. **Diridon Station:** The project level EIR described a plan for a 70-foot structure adjacent to Diridon station. The impact was described as moderate considering a long-term plan to build high rises in the area. A simulation showed the structure from behind the Station—the western side. The east side is the main passenger entrance. New (ca. 2000) high-density three-story residences immediately to the west of Diridon are not visible from the east. What design standards will be used so that the view from the east is dominated by the historic Diridon station and not the HSR structures? How will the design standards ensure that the station maintains its aesthetic integrity? What mitigations will be offered for the loss of the aesthetic sense of grandness of the Diridon station? What metrics will be used to determine the level of environmental significance of the loss of aesthetics? Will the view be evaluated from the perspective of passenger entry or from casual passerbys within the surrounding neighborhoods?

#1 Intro

#1 Cultural

#1 Aesthetics

#1 Mitigation

#1 Significance
Criteria

#1 Community
Impact

O-SC-15

2. Diridon Station: Will the final HRT multi-track design require the destruction of Diridon Station? What other alternatives are possible? Will the alternative of undergrounding the HRT be evaluated? If not, why not?
 - #1 Cultural
 - #2 Underground
3. Diridon Station: Please evaluate the alternative of undergrounding the HRT from the perspective of aesthetics, cultural resources, and noise.
 - #2 underground
 - #1 Aesthetics, cultural, noise
4. Diridon Station: How will the historic integrity of Diridon station be retained if it is remodeled for HST use? Will the Secretary of the Interior Design Standards be adhered to?
 - #1 Cultural-historic
5. Diridon Station Area: Cal Pak District Manager Office, 734 The Alameda. This City landmark is within 500 feet of the HST ROW. How will construction affect this brick building? What strategies will be used to minimize impacts of pile driving, etc.? What impacts of vibration caused by HST can be expected? What mitigations will be offered to the property owner? What documentation will the property owner have to provide to prove impacts? What metrics will be used to determine the level of significance of HSR impact on this structure?
 - #1 Cultural
 - Vibration
 - Construction
6. Diridon Station Area: Plant 51. This residence community is an adaptive reuse of the historic Del Monte/Cal Pak Plant 51 cannery. The façade is brick. How will construction affect this brick building? What strategies will be used to minimize impacts of pile driving, etc.? What impacts of vibration caused by HST can be expected? What mitigations will be offered to the property owner? What documentation will the property owners have to provide to prove impacts? Will property owners qualify for noise mitigation/window sound-proofing? What will the standard for noise mitigation? How will the window upgrades be sensitive to the adaptive re-use? Will the new fan-fail for the trains place this structure at risk of demolition?
 - #1 Cultural
 - Vibration
 - Noise
 - Construction
7. Diridon Station Area: Dennis Residence, 237 N. Autumn. City landmark. Eligible for National Register. This City landmark is within 500 feet of the HST ROW. How will construction affect this brick building? What strategies will be used to minimize impacts of pile driving, etc.? What impacts of vibration caused by HST can be expected? What mitigations will be offered to the property owner? What documentation will the property owner have to provide to prove impacts? What metrics will be used to determine the level of significance of HSR impact on this structure?
 - #1 Cultural
 - Vibration
 - Construction
8. Diridon Station Area: Autumn Avenue Properties on the San Jose Historic Inventory. On North Autumn: 143, 195, 199, 203, 211, 237, 255, 263. On South Autumn: 70, 75, 91, 115. How will construction affect these properties? How will operation affect these properties?
 - #1 Construction
 - operation
 - Cultural
9. Diridon Station Area: Montgomery Avenue Properties on the San Jose Historic Inventory. On North Montgomery: 160, 210, 270. On South Montgomery: 92-98, 102 Patty's Inn, 114 Butcher Electric, 145 Sunlite Bakery, 150 Harold Hellwig Ironworks. How will construction affect these properties? How will operation affect these properties?
 - #1 Construction
 - operation
 - Cultural
10. Diridon Station Area: San Carlos Street Viaduct is on the San Jose Historic Inventory. How will construction affect this structure? Will it be replaced? What mitigations will be offered? How will operation of the
 - #1 Construction
 - operation
 - Cultural

Le Petit Trianon, 72 N 5th St., Suite 9, San Jose, CA. Mail: P.O. Box 2287, San Jose, CA, 95109-2287

www.preservation.org • Tel/Fax: (408) 998-8103 • info@preservation.org

PACSJ is a 501 (c) 3 non-profit organization. EIN: 77-0254542

HST impact this structure?

11. Diridon Station Area: KNTV Building, 645 Park Avenue. This structure is eligible for the California Register and a candidate city landmark. How will construction affect this structure? What mitigations will be offered? How will operation of the HST impact this structure?

#1 cultural
operation
mitigation

North of Diridon Station.

1. Stockton Avenue: Properties on the San Jose Historic Inventory within the nexus of HST. 120 - Futurama, 138 - Smith Manufacturing, 395 - Western Elevator Manufacturing, 417, 530 - Gandolf Industries, 580 - Thermolite Construction, 630 - San Jose Frosted Foods. How will construction affect these structures? What mitigations will be offered? How will operation of HST affect these structures?

#1 cultural
construction
operation

Thank-you for the opportunity to comment about the historic structures and cultural resources. Please note this is not necessarily an exhaustive list of all potential resources that may be affected but it is an attempt to raise questions about as many of them as possible. We may have additional issues as other options and alternatives are reviewed.

#11 Conclusion

Sincerely,

Brian K. Grayson
Interim Executive Director



AT SAN JOSE

MAR 5 2009

March 01, 2009

Mr. Dan Leavitt, Deputy Director
Attn: San Francisco to San Jose, California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Comments on Scope of San Francisco to San Jose HST Project EIR/EIS

Dear Mr. Leavitt:

The purpose of this letter is to offer comments on behalf of the San Jose Arena Management Corporation regarding the above referenced EIR/EIS for the San Francisco to San Jose high speed rail project. We have keen interests in this project relative to the service that will be provided for HP Pavilion customers and relative to potential impacts on the ongoing successful operation of HP Pavilion.

We support the environmental analysis process you are performing for this project. Further, we understand this current scoping step has an important purpose to identify the issues that need to be carefully examined through the EIR/EIS process. In this context, we request that the following issues be thoroughly analyzed through the EIR/EIS process.

- a) *Impacts on parking for HP Pavilion.* HP Pavilion customers presently are effectively served by a combination of on-site and off-site parking facilities. It is very important to preserve sufficient, conveniently located spaces for HP Pavilion customers. Questions to be resolved include:
- a1) What is the expected parking demand for the Diridon high speed rail station and how will this demand be met?
 - a2) To what extent will the project cause any changes to on-site spaces serving HP Pavilion? If any such changes are anticipated, what impacts would be caused for functions that now occur in the on-site parking lot, e.g. circus staging and action sports events?
 - a3) To what extent will the project cause any changes to off-site spaces serving HP Pavilion?
 - a4) To what extent does the project envision provision of parking facilities that are shared between high speed rail and HP Pavilion users? To the extent such parking facilities are planned, what steps would be taken to ensure availability of spaces for HP Pavilion customers when they arrive for an event?
- b) *Impacts on traffic access to and from HP Pavilion.* It is very important to preserve a high quality level of service for motorists traveling to and from events at HP Pavilion. Questions to be resolved include:
- b1) To what extent will the project cause increased volumes and congestion at intersections near HP Pavilion during the hour of 6:30 to 7:30 p.m. on a typical weekday?
 - b2) To what extent will the project cause increased delays for motorists entering or exiting particular on-site or off-site parking facilities for HP Pavilion events?

#11

#1 traffic

#1 traffic
#6 access to parking

O-SC-16

b3) To what extent would the project involve closure of streets or parking access locations used by HP Pavilion customers?

- c) *Impacts on special transportation functions for HP Pavilion.* It is very important to maintain effective operations for multiple special transportation functions that occur at HP Pavilion. To what extent would the project impact such functions, which include taxis, limousines, and auto-drop off/pick up?

#1
traffic

- d) *Impacts on the safety and convenience of pedestrian movements to and from HP Pavilion.* It is very important to preserve high quality service for pedestrians walking to and from HP Pavilion events. Questions to be resolved include:

#1
traffic

d1) To what extent would the project affect existing pedestrian movements to and from HP Pavilion?

d2) What provisions would be made for persons walking between the Diridon High Speed Rail station and HP Pavilion?

- e) *Impacts during construction.* It is very important to preserve effective traffic, parking, and pedestrian operations for HP Pavilion during construction of the Diridon high speed rail station. Questions to be resolved include:

#6
business

e1) What is the expected duration of construction for the Diridon station and track bed along the HP Pavilion property?

e2) What are the principal stages of construction related to impacts on traffic and/or parking for HP Pavilion and what are the expected start and end dates for each stage?

e3) To what extent are traffic access routes and/or parking for HP Pavilion customers affected during the various construction stages? If any negative impacts would occur for HP Pavilion traffic and/or parking, what mitigation measures will be applied to alleviate the impacts?

#1
traffic
construction
impact

- f) *Impacts on image of HP Pavilion.* It is very important to preserve the existing high quality image and appearance of HP Pavilion. We understand a preliminary concept for the Diridon Station includes structured parking on the existing parking lot on the west side of HP Pavilion. In addition to major questions about the functionality of such a parking structure, we also have serious concerns about the extent to which such a parking structure would impact the image of HP Pavilion.

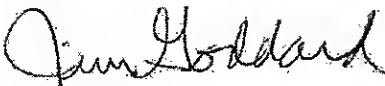
#6
business

As previously expressed, we respectfully request that the issues identified in this letter be thoroughly analyzed through the EIS/EIR for the San Francisco to San Jose HST Project. We request that you keep us closely informed regarding progress on this EIR/EIS, and we look forward to coordinating with staff from your agency and consultant team, together with staff from the City of San Jose and Arena Authority, on this important project. Thank you for addressing issues important to HP Pavilion.

#7 info
request
future

Sincerely,

SAN JOSE ARENA MANAGEMENT CORPORATION



Jim Goddard

Executive Vice President & General Manager

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:15 PM
To: Kris Livingston
Subject: FW: SF-SJ SCOPING COMMENTS OF SAVE OUR TRAILS
Attachments: SF SJ HST SCOPING LTR img01949[1].pdf

From: Bruce Tichinin [mailto:tichinin@garlic.com]
Sent: Monday, April 06, 2009 3:34 PM
To: HSR Comments
Cc: taisiat@comcast.net; LAmes@aol.com; 'richard.zappelli'
Subject: SF-SJ SCOPING COMMENTS OF SAVE OUR TRAILS

Please see attached letter.

] #11 intro

Bruce Tichinin
BRUCE TICHININ, INC.
17775 Monterey Street
Morgan Hill, CA 95037
Telephone: (408) 779-9194
Facsimile: (408) 778-2702
Web: www.tichininlaw.com
E-Mail: tichinin@garlic.com

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LAW OFFICE OF
BRUCE TICHININ, INC.
17775 NORTH MONTEREY STREET
MORGAN HILL, CALIFORNIA 95037
TELEPHONE (408) 779-9194
FACSIMILE (408) 778-2702
tichinin@garlic.com
www.tichininlaw.com

April 6, 2009

Via Facsimile (916) 322-0827 & E-Mail: comments@hsr.ca.gov

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority

Attn: San Francisco to San Jose
Re: Scoping Comments of Save Our Trails

Dear Mr. Leavitt:

Kindly be advised that I am the attorney for Save Our Trails, a public interest group of residents and neighborhood associations dedicated to assisting local governments to defend, acquire, construct and maintain the Santa Clara County Master Trail as established in the County and Cities General Plans - for the enjoyment of all persons.

We respectfully request that the forthcoming EIR do the following, in detail:

1. Identify all points and reaches of the High-Speed Train track ("HST") for the San Francisco to San Jose system that will cross or approach any existing or proposed trail route (as identified in the General Plan, or other trail planning document, of the County of Santa Clara or any City in Santa Clara County) within a distance that may adversely impact the "quiet enjoyment" or peaceful experience of the trail for any users as a result of any noise, vibration, air current, or other sensory impact (including unaesthetic sight or smell) from the construction, operation, maintenance or repair of either the trains, or the tracks, or other train infrastructure.
2. Identify which of the foregoing potential adverse impacts are significant, and which, if any, are insignificant, and justify any conclusion of insignificance.
3. For each potentially significant impact, identify and discuss alternatives or mitigation measures that will either eliminate the impact or reduce it to a level of insignificance, including, without limitation: (a) undergrounding the HST at these

#1 intro/
background

#1 recreation &
open space
#1 noise
#1 vibration
#1 construction
impacts
#1 op. impact to
environment

#1 env. impacts
significance
criteria

#1 mitigation
measures
#1 environmental
impacts

O-SC-17

Mr. Dan Leavitt, Deputy Director
April 6, 2009
Page 2 of 2

crossings or proximity reaches, or (b) constructing above-grade crossing for either
the HST or the trails.

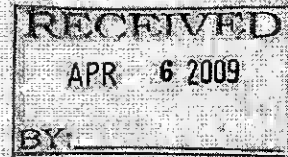
Thank you for your kind consideration of the foregoing.

Very truly yours,


BRUCE TICHININ

cc: Taisia McMahon, Chair, Save Our Trails
BT:cz

LAW OFFICE OF
BRUCE TICHININ, INC.
1775 NORTH MONTEREY STREET
MORGAN HILL, CALIFORNIA 95037
TELEPHONE (408) 779-9194
FACSIMILE (408) 778-2702
tichinin@garlic.com
www.tichininlaw.com



April 6, 2009

Via Facsimile (916) 322-0827 & E-Mail: comments@hsr.ca.gov

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority

Attn: San Francisco to San Jose
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2. Identify which of the foregoing potential adverse impacts are significant, and which, if any, are insignificant, and justify any conclusion of insignificance.
3. For each potentially significant impact, identify and discuss alternatives or mitigation measures that will either eliminate the impact or reduce it to a level of insignificance, including, without limitation: (a) undergrounding the HST at these.

11

#1 open space recreation
#1 noise
#1 Air Quality
#1 aesthetics

#1 all other impacts

#1 Alternatives

Q-SC-18

Mr. Dan Leavitt, Deputy Director

April 6, 2009

Page 2 of 2

crossings or proximity reaches, or (b) constructing above-grade crossing for either the HST or the trails.

Thank you for your kind consideration of the foregoing.

Very truly yours,



BRUCE TICHININ

cc: Taisia McMahon, Chair: Save Our Trails

BT: cz

#2
unabridged
#2
above
grade
crossing

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:16 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: SILVAR _ San Francisco to San Jose HST Project EIR_EIS.pdf

From: Adam Montgomery [mailto:amontgomery@silvar.org]
Sent: Monday, April 06, 2009 3:20 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Mr. Leavitt,

Attached to this e-mail is a comment letter from the Silicon Valley Association of REALTORS®, regarding the scope of the EIR on the proposed San Francisco to San Jose Section of the high-speed train system.

Please contact me if you have any questions.

Thank you,
Adam

Adam Montgomery
Government Affairs Director
Silicon Valley Association of REALTORS®
19400 Stevens Creek Blvd. #100
Cupertino, Ca. 95014
408-200-0100 (Main)
408-200-0108 (Direct)
650-223-4597 (Cell)
408-200-0101 (Fax)
amontgomery@silvar.org
www.silvar.org

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Silicon Valley

Association of REALTORS®

April 6, 2009

Mr. Dan Leavitt,
Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA
95814

Attn: San Francisco to San Jose HST Project EIR/EIS

Dear Mr. Leavitt,

Thank you for allowing me the opportunity to comment and provide questions on behalf of the Silicon Valley Association of REALTORS® (SILVAR) regarding the scope of the Environmental Impact Report (EIR) for the San Francisco to San Jose High-Speed Train segment.

#11 intro

SILVAR represents over 4,000 real estate professionals in San Mateo and Santa Clara counties. We advocate for the creation of new homeownership opportunities and initiatives aimed at keeping our region a great place to work and call home. We have several questions regarding the proposed San Francisco to San Jose segment that we request be addressed in the draft EIR.

Which parcels or portions thereof, if any, along the proposed segment will be planned for eminent domain under each of the studied projects? How will the values of properties to be taken by eminent domain be determined? What is the estimated cost of purchasing those properties in each of the studied projects? When and how will the eminent domain process commence and conclude?

#6 eminent domain
#6 property values
#6 property values
#6 eminent domain

In certain cities individual community members have voiced concerns that damage has already been inflicted on properties along the Caltrans corridor as a result of the high speed rail proposal resulting in a diminution in value. What damage (physical, value, aesthetics, etc.), if any, will there be on private property before, during and after any of the studied projects? What impacts by the new segment will cause this damage and what steps, and at what cost, can be taken to mitigate them? Will there be any just compensation made for that damage and how will it be determined? How does the current use or zoning of impacted properties dictate the type and severity of potential damage, and what are the most compatible types land uses for the studied projects?

#6 property value

#1 land use
#6 property value

Will there be opportunities for the new segment to minimize, reduce or eliminate any existing negative impacts by existing transit infrastructure on private property? If so, which impacts and how?

#1 mitigation measures

Will any of the studied projects for this segment lead to the displacement or removal of ground water? How much water will be displaced, and how might this impact the foundation of neighboring properties?

#1 groundwater
#1 geology & soils

We look forward to participating in future meetings regarding the Environmental Impact Report and Study for the San Francisco to San Jose High-Speed Train segment, and reviewing the response to our questions in time.

#1 conclusion

If you like more information regarding our questions please contact me at 408-200-0100 or at amontgomery@silvar.org.

Sincerely,



Adam Montgomery

Government Affairs Director

Silicon Valley Association of REALTORS®

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:58 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: SILVAR_San Francisco to San Jose HST Project EIR_EIS.pdf

From: Steve and Julie Quattrone [mailto:quattrone@apr.com]
Sent: Monday, April 06, 2009 11:55 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Mr. Dan Leavitt:

Not sure if this was mailed or emailed to today...

Steve Quattrone

#11
intro



Silicon Valley
Association of REALTORS®

April 6, 2009

Mr. Dan Leavitt,
Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA
95814

Attn: San Francisco to San Jose HST Project EIR/EIS

Dear Mr. Leavitt,

Thank you for allowing me the opportunity to comment and provide questions on behalf of the Silicon Valley Association of REALTORS® (SILVAR) regarding the scope of the Environmental Impact Report (EIR) for the San Francisco to San Jose High-Speed Train segment.

SILVAR represents over 4,000 real estate professionals in San Mateo and Santa Clara counties. We advocate for the creation of new homeownership opportunities and initiatives aimed at keeping our region a great place to work and call home. We have several questions regarding the proposed San Francisco to San Jose segment that we request be addressed in the draft EIR.

Which parcels or portions thereof, if any, along the proposed segment will be planned for eminent domain under each of the studied projects? How will the values of properties to be taken by eminent domain be determined? What is the estimated cost of purchasing those properties in each of the studied projects? When and how will the eminent domain process commence and conclude?

In certain cities individual community members have voiced concerns that damage has already been inflicted on properties along the Caltrains corridor as a result of the high speed rail proposal resulting in a diminution in value. What damage (physical, value, aesthetics, etc.), if any, will there be on private property before, during and after any of the studied projects? What impacts by the new segment will cause this damage and what steps, and at what cost, can be taken to mitigate them? Will there be any just compensation made for that damage and how will it be determined? How does the current use or zoning of impacted properties dictate the type and severity of potential damage, and what are the most compatible types land uses for the studied projects?


Will there be opportunities for the new segment to minimize, reduce or eliminate any existing negative impacts by existing transit infrastructure on private property? If so, which impacts and how?

Will any of the studied projects for this segment lead to the displacement or removal of ground water? How much water will be displaced, and how might this impact the foundation of neighboring properties?

We look forward to participating in future meetings regarding the Environmental Impact Report and Study for the San Francisco to San Jose High-Speed Train segment, and reviewing the response to our questions in time.

If you like more information regarding our questions please contact me at 408-200-0100 or at amontgomery@silvar.org.

Sincerely,


Adam Montgomery
Government Affairs Director
Silicon Valley Association of REALTORS®

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:06 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: 090406 Leavitt HSR.pdf

-----Original Message-----

From: Anne Fisher [mailto:afisher@bikesiliconvalley.org]
Sent: Monday, April 06, 2009 12:18 PM
To: HSR Comments
Cc: Corinne Winter; caryl_gay@yahoo.com
Subject: San Francisco to San Jose HST

Greetings,

Please see the attached letter from the Silicon Valley Bicycle Coalition to Mr. Dan Leavitt regarding the High Speed Rail Project.

} #11 intro

--
Anne Fisher
Executive Assistant
Silicon Valley Bicycle Coalition
P.O. Box 2447
San Jose, CA 95155
408-660-7175
FAX 408-213-7559

Promoting the Bicycle for Everyday Use

OSL-21



Promoting the bicycle for everyday use.

April 6, 2009

84 W. Santa Clara Street
Suite 300
San Jose, CA 95113

Tel 408.267.7259
Fax 408.213.7559

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

VIA EMAIL

Re: San Francisco to San Jose HST Project EIR/EIS

Dear Mr. Leavitt:

The Silicon Valley Bicycle Coalition, which supports bicycling for everyday transportation in Santa Clara and San Mateo Counties, is writing to comment on the proposed high speed rail (HSR) project between San Francisco and San Jose. There are several important considerations that should be addressed within the scope of the project both to ensure access to the growing number bicyclists and to minimize negative impacts on the region.

1) All stations should be easily accessible by bicycle, both for persons riding to the stations, and for persons bringing their bicycles to the stations via other transit systems.

2) All stations should have safe bicycle and pedestrian access through the stations as well as covered and secure bicycle parking near the entrance. This parking should be weather-protected, located in a well-lighted area where it is highly visible and safe, and accommodate an adequate number of bicycles. Please note that 8-10 bicycles can fit in one automobile parking space.

3) All trains should provide adequate on-board bicycle capacity. Bikes should be permitted to be brought aboard without the need for boxing or special disassembly. We expect that demand for on-board bicycle facilities will increase as the high speed rail project moves forward.

4) As part of the EIR process, a study should be performed to determine where it would be feasible to construct a multi-use pathway in the HSR right of way, with estimates of the costs for such construction. Such a pathway could function as a "linear park" in more urbanized areas, and, depending on location, could provide safe routes for HSR patrons to access stations in an efficient manner.

Thank you for your consideration.

Sincerely,

Corinne Winter
Executive Director

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The SVBC is a 501(c)(3)
non-profit organization.

<http://bikesiliconvalley.org>

#1 intro

#2 station design
#1 traffic & circulation

#2 station design

#3 ridership need (bicycles)

#1 traffic & circulation
#2 greenway

O-SC-21

Kris Livingston

From: Geoff Browning (Campus Minister) [geoff.browning@stanford.edu]
Sent: Wednesday, March 11, 2009 2:23 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Hello,

I am excited about the prospect of HSR throughout California and that is one reason I voted for Prop 1A last fall. However, I am alarmed from what I have heard regarding the lack of sensitivity to local concerns for aesthetics, noise, and what some have called arrogance. Heavy-handed tactics threaten the completion of this project and will probably endanger future expansion throughout California.

] #8 Support

] #7 Transpare
Public In
#1 Aestheti
Noise

Please take into consideration local concerns for noise and aesthetics so we don't end up with lawsuits and ill will that will surely threaten future projects.

] #1 Noise
Aesthetics

Thank you,

Rev. Geoff Browning
Campus Minister
United Campus Christian Ministry
Stanford University